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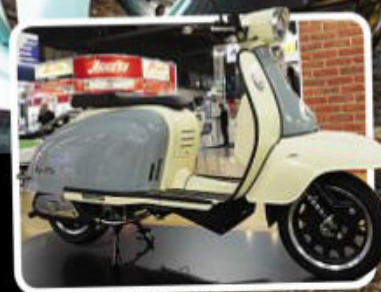
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# Motorcycle emptiness...

Welcome to *Scootering* 2020, I've kicked off this new decade with a brief nod to a few motorcycle engine conversions we've happened upon over the past few months, and compiled them into one issue. Each has its own unique twist and flavour, no single scooter standing out as being better in every way than another, each revelling in its own USP. One thing they all had in common though, which is something we often see in this game, is the passion and commitment from the relevant owners in their pursuit of their 'dream machine'. The thought, planning, blood, sweat, tears and effort that goes into these machines is outstanding... let alone the specifics of the engineering, and trying to shoehorn these big lumps into tiny old chassis. Now I know that some scooterists can be very critical when it comes to bike engine machines, nothing but 'original factory casings and cast cylinders' is acceptable to a lot of that brigade. But, as you've probably picked up from my rhetoric over the past four years, I'm very much a live and let live type of guy. But more than that,

in this case, I actually revere these machines. How anyone can not feel completely 'alive' and impassioned in the presence of these sorts of machines is beyond me. They evoke every conceivable sensory delight. The sound of the twin-cylinder engine note, the smell of the 2-stroke oil, and the feel of the rip-snorting power which is emitted from the ultimate '80s hooligan engine (RD350 YPVS) all combined with the sight of the graceful and elegant lines of a Lambretta exquisitely emblazoned with stunning motorcycle GP race paint. For me... it doesn't get any better. Scantily clad ladies aside... nothing, and I mean nothing, is more 'scooter sexy' to me, than a pair of twin pipes exiting from an Italian classic scooter. So sorry to all those who don't find this kind of thing to their taste, there'll be something for you lot in all the other articles, and many coming projects we have lined up. Speaking of which, a personal appeal goes out to anyone with monster engine Vespa projects currently under wraps... please get in touch!

Anyway that's enough of my ramblings, it's another belter this month... enjoy the issue.

Dan



## SCOOTERING WAS BROUGHT TO YOU WITH THE HELP OF...



**Stu Smith**  
 Vespa & Lambretta owner, scooter obsessive, amateur home mechanic, rally goer, Mod sympathiser, music lover and general all round good egg. He writes your rally reports, be nice to him.



**Nik Skeat**  
 Vespa P-range obsessive, well-travelled rally rider since the '80s, founder of the notorious Scooterboy World forum. He's also a brilliant beer-brewing bearded *Scootering* feature writer.



**Paul Green**  
 Vespa & Lambretta scooter enthusiast, BSSO professional and general good egg. Our Paul has a long history of scootering both on the road and on the track, with the breakdown bills and crash scars to prove it.



**Stuart Owen**  
 LCGB 'life member', 100mph Lambretta Club owner and scooter restoration expert to boot. Scooter rider, rally-goer, restorer and author. Reaches the parts other scooter journalists just can't reach.



**Christian Giarrizzo**  
 From Italy to Australia, this man gets the miles in and has ridden some serious roads in his time. A dedicated journalist who meets the most interesting characters along the way.



**Big Stan**  
 '80s scooterboy turned long-distance rider. Be it local, national or international, he'll ride anywhere in his quest to bring you the tastiest scooters, best roads, trade interviews and hidden gems.



**Sarge**  
 With over four decades of riding, rally-going and competing on both Lambretta and Vespa scooters under his belt, this former Freddie Mercury lookalike is still going strong. He's a top DJ too, don'tcha know.



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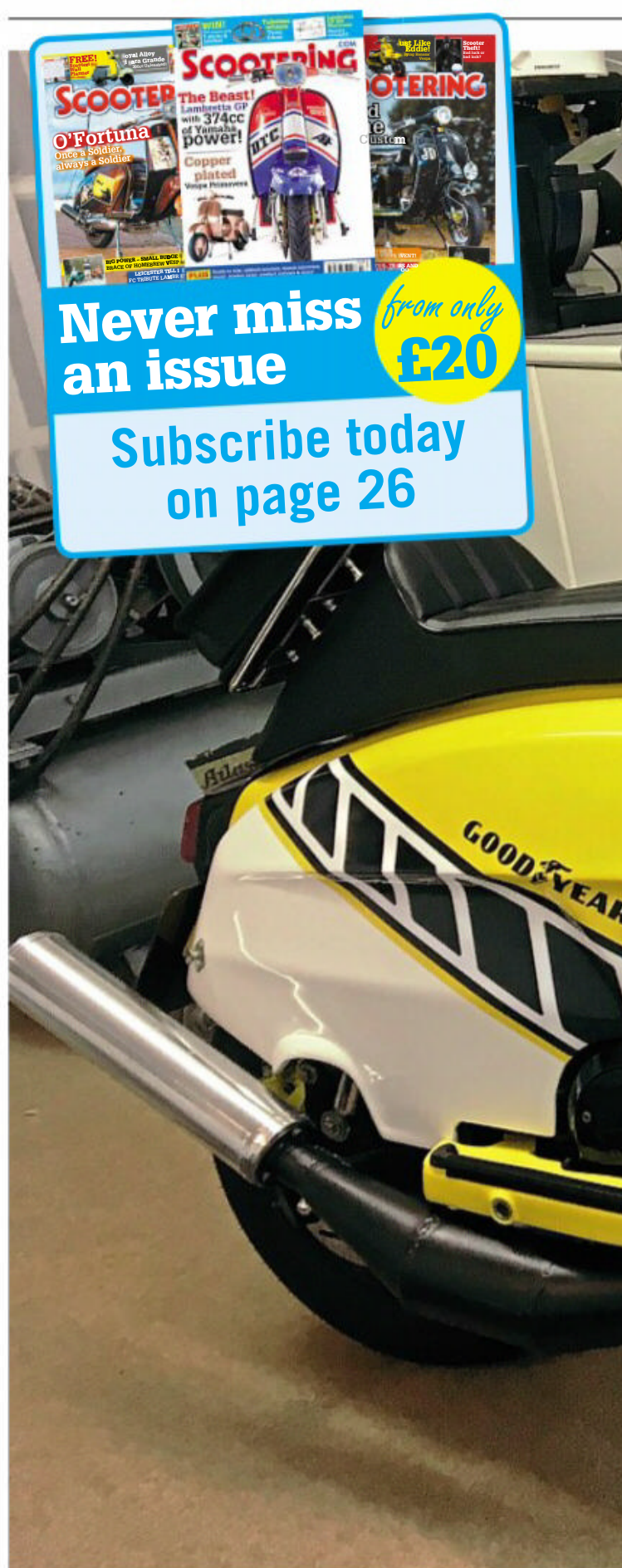
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## SIP 3.0 VESPA EXHAUST

**NEW!**

The SIP road 2.0 box exhaust has been revered by many Vespa owners for a while now, and regarded as the 'go to' item for those seeking increased performance while being keen to retain original looks. Well, it seems that the people at SIP are never content to rest on their laurels, and have engineered the all-new SIP Road 3.0 exhaust... and it's not just a superficial upgrade either! Among other upgrades, the manufacture and design of the header pipe has been significantly revised, and this contributes to a sizable power increase of (depending on application) up to 25% over the SIP road 2.0, according to the manufacturer.

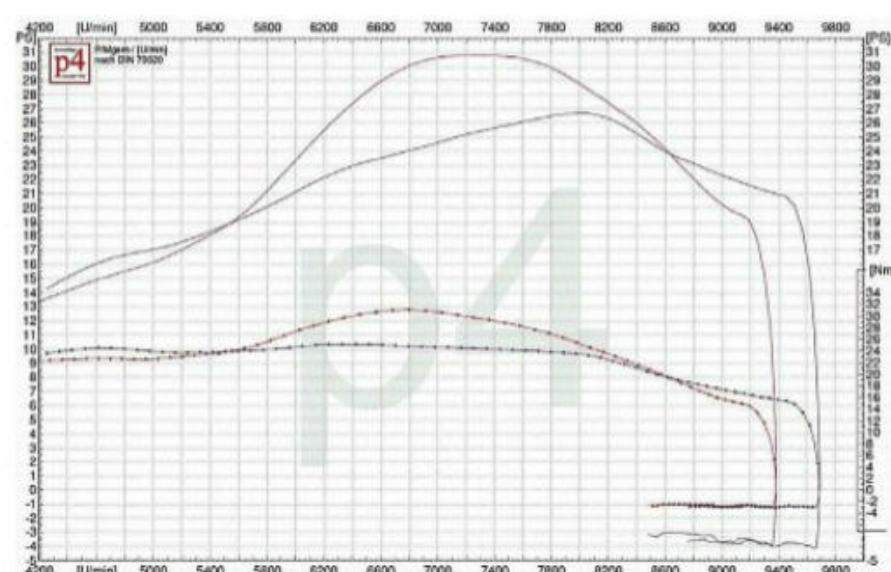
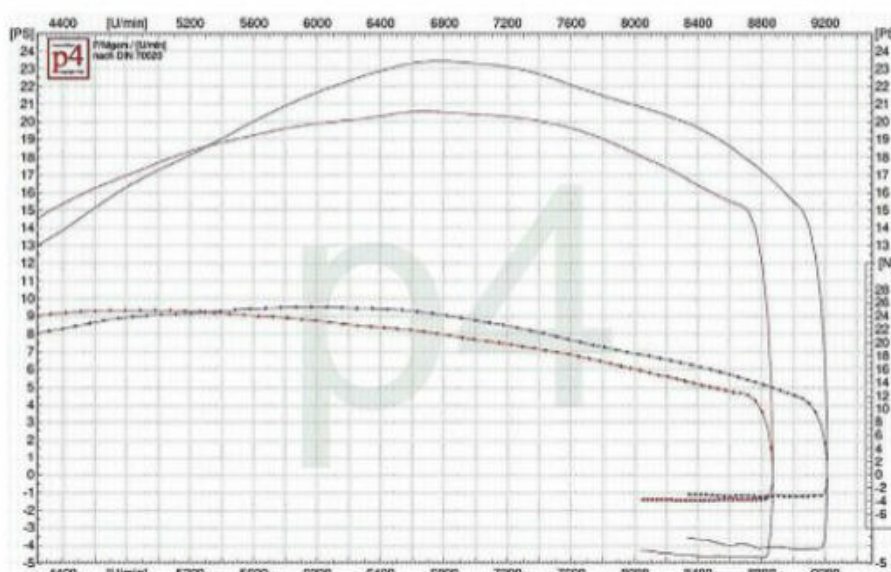
Looking at the two graphs provided by SIP, one featuring a Malossi MHR kit and the other a Quattrini M244, both appear to sacrifice a small amount of power in the sub-5000rpm bracket, in exchange for a much greater gain above 5000rpm. Our guess is that those wanting to 'pootle around' below 5k will stick with their existing SIP 2.0 and those seeking the higher performance in the upper rev-range will upgrade to the SIP 3.0. But of course, one of these pipes is winging its way to our test pilot right now, so the proof will be in the 'on road – seat of the pants' review.

### Key features:

- Suitable for Vespa 200 Rally/PX200E/Cosa
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Graph on the left shows Quattrini results, and graph on the right shows Malossi MHR results. In each case, the higher figure for both HP and torque is the SIP road 3.0 and the lower figure is the SIP road 2.0 exhaust.



# LEGAL Q&A



This information is provided by Stephen Hattersley, of WildWood Legal, a firm of solicitors specialising in claims for injured scooterists. Stephen, a qualified solicitor for 25 years, has been riding scooters for more than 30 years, and has acted for injured riders across the UK. He knows the tricks and pitfalls that insurers use and pulls no punches in his dealings with them. He rides to work every day and understands the challenges you face out there.



WildWood Legal

**Q. I was knocked off my scooter by a car driver and injured as a result. The police tell me that the car driver was uninsured. Can I still make a claim?**

**A.** Sorry to hear that and hope you are okay. The good news is that yes, you can, as the Motor Insurers' Bureau was set up for these

situations. This is an organisation which will meet claims where a motorist is either untraced or uninsured. Every road traffic insurer has to pay towards the MIB's costs and in fairness, it does a reasonably good job. There are certain quirks involved when bringing claims against the MIB which can make it

slightly trickier than an ordinary claim so you do need to make sure that you don't fall foul of these.

If you need advice on a scooter-related legal question, email [stephen@wildwoodlegal.co.uk](mailto:stephen@wildwoodlegal.co.uk). The best Q&A will be published in *Scooter* magazine in confidence.

## GTS 300 recall

Owners of 2019 model Vespa GTS/ GTV 300s and early HPE 300s are currently being contacted by Piaggio. Product monitoring has revealed that brake lines on some of these machines may have been incorrectly galvanised, potentially allowing hydrogen into the brake fluid. This can reduce braking efficiency and the machines are

being recalled as a precaution.

Piaggio dealers will check affected machines, replace parts as necessary and perform a complete brake system flush, free of charge. The recall began in mid-November 2019 and all owners of affected machines should have been notified by late January 2020. If in doubt owners are advised to contact their local dealer quoting recall number PP2ZZQ1904\_GTS.



## NEW VENUE FOR ISLE OF WIGHT RALLY

Scooters and Smallbrook Stadium near Ryde have gone together like petrol and two-stroke for years but 2020 sees that relationship end. It's been an open secret for some time that community groups have been seeking funding to redevelop the Smallbrook site for years and they've finally been successful. Good news for locals but bad news for the organisers of what's become the world's largest scooter rally.

As Tori Stevens of VFM explained to *Scooter*: "VFM are pleased to announce that the Isle of Wight Scooter Rally will take place at a brand new venue in 2020. Having lost access to 50% of the Smallbrook site, VFM have been working hard to secure a new site that will take us into

2020 and beyond. The new site will be at Sandown Airport, on the south-east of the island, and offers a huge camping area with easy site access. The town of Sandown is right on the doorstep and we'll be offering the traditional shuttle bus from the rally site."

Plans are already in hand to secure the best in entertainment, the Dealers' Village and Custom Show, all of which will take place on site. Will this move give the rally a new lease of life? Is it the end for mass gatherings on The Green at Ryde? There's only one way to find out and that's to visit the island this August Bank Holiday (August 28-30). We will be there, will you?



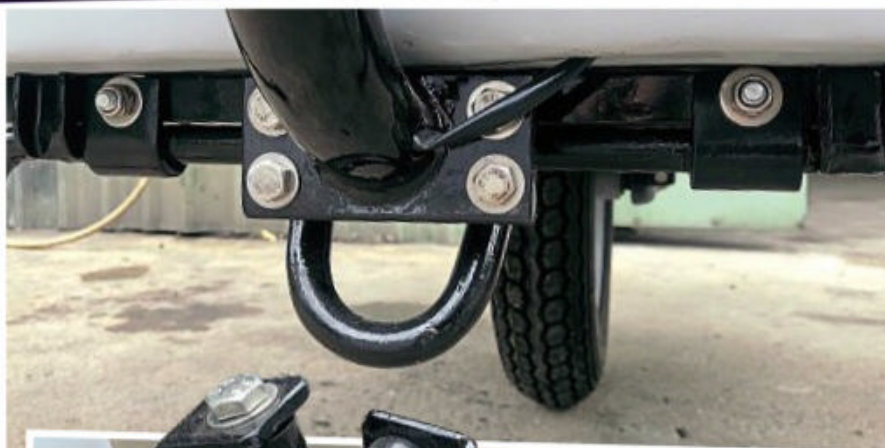


## Vespa and Lambretta trailer trilogy

Fresh from the fertile mind of Pat Joynt, owner of Saigon Scooter Centre, is a custom-made trailer range for vintage Lambretta and Vespa scooters. As Pat explained: "They're ideal for touring, camping or just going down to Asda. We're launching the range with three versions to suit Lambretta Series 3 models, namely LI, LIS and GP, although Series 1 and 2 trailers are also available to special order." Not to be confused with shoddy 'Nammer' workshops, Saigon Scooter Centre is a major supplier of parts to the trade both in Europe and further afield, with Pat keeping a keen eye on quality. Their trailers are hand-crafted in mild steel with a tubular steel subframe and a Lambretta fork assembly with hub has been adapted to provide reliable suspension. Vespa owners shouldn't feel left out as the range also includes three designs to suit the PX and for lovers of something more classic there's also a PAV-style trailer.

All trailers are supplied in primer with a powder coated chassis and include a free chromed carry rack, interior floor mat and easy to hook up wiring loom. An optional spare wheel mounting is also available. Price is \$1250 (US) plus shipping. For more information contact Pat at Saigon Scooter Centre.

[www.saigonscootercentre.com](http://www.saigonscootercentre.com)





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- ◉ Lots of firms will claim to be ‘specialists’ on bringing compensation claims for scooterists. But are they?
- ◉ I have recovered several million pounds in compensation for scooterists.
- ◉ I am a scooterist who has been riding for 30 years and qualified as a lawyer for 25 years.
- ◉ I ride a scooter to work every day. I have first-hand, real world experience of what it’s like to be out on two wheels.
- ◉ I’ve been involved with scooters for years, including setting up and running a scooter helmet business, Carnaby Designs
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**Stephen Hattersley**  
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## Marks of Distinction – personalised engraved items

Marks of Distinction is a specialist engraving service run by Mark McCloy, who has more than 35 years of experience in the trade and has previously completed work for several scooter clubs and veterans' military charities.

Using specialist skills and techniques, such as hand engraving, computerised engraving and laser engraving, Mark offers a fully personalised engraving service, which can be added to almost any item of your choice from good quality images. In addition to this, Mark also offers a range of standard personalised items, which include hip-flasks, pocket watches, lighters and giftware.

To receive an introductory *Scooter* magazine discount offer, contact Mark on: 07986 779211 or email:

marksofdistinction66@yahoo.co.uk and quote ref: Scooter2020.



## ALTROLLER 2020!

This year it's the 70th anniversary of motor scooters in Germany. The whole vintage scooter scene will celebrate this one-time event from May 29 to June 1, 2020 in Sigmaringen, Germany... Altroller 2020.

What started out as an idea a few years ago has developed first into a great meeting and subsequently into an affair of the heart for all vintage scooter enthusiasts. It will be an event born from and supported by the vintage scooter scene. More than 20 supporting clubs and three premium sponsors have helped shape and are supporting the event.

The variety of scooters shown in Sigmaringen will be remarkable, from city runabouts to diversified lower and upper middle-sized classes and even grand turismo models. This unique event will have its focus on scooter models first presented between 1950 and 1965. German and foreign

brands are welcome to attend.

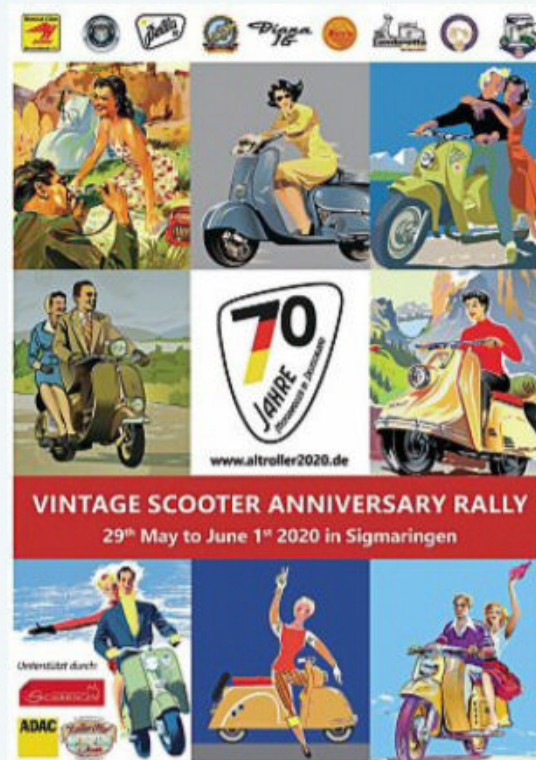
This level of variety will also appeal to those who will take part in the event. Due to the breadth of the vintage scooters Altroller 2020 speaks to all age groups, from adolescents to retirees. This is also true for the interests of the enthusiasts: everyday drivers, true-to-original restorers, custom builders and families will come from all over Europe and beyond to share their passion in a relaxed atmosphere and especially to spark the enthusiasm for vintage scooters in a younger generation.

Already more than 300 participants from different European countries and overseas are registered with more than 20 different scooter makes attending. Expectations are to exceed 1000 vintage scooters.

Matthias Henze

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# Have the ideas finally run out?

Customising a scooter is a fashion that is more than 60 years old, which begs the question... is there anything different that has not been seen before?

**A**t one time or another, almost every scooter owner has stopped for a moment and just looked in amazement, unable to focus on anything else but what was in front of them. Wondering how it was all achieved and what the thinking was behind it all. The workmanship and engineering that went into producing such a beautiful creation. We are talking about the custom scooter of course which, dare I say, has almost become a national institution in its own right. The question has to be asked: has it been taken as far as it possibly can be? In some ways, perhaps, yes it has – but like anything, there is still room for more to be done.

Customisation is a word that means to alter the appearance of something and when applied to the scooter it seems that is taken to the extreme. So if someone paints the side panels a different colour, for example, then they have customised their scooter. It may not seem like much but it qualifies nonetheless. This type of modification, in all honesty, is probably what started it all off in the first place, being exaggerated more and more as time went by. I don't think anyone can argue the fact that the 1980s was the period when it peaked – not so much in the themes of each individual scooter but the alterations themselves.

This was the decade that saw unbelievable artwork within the paint. Excessive chrome combined with very intricate engraving. Choppers and cut-downs showcasing amazing engineering skills. Probably what drove it all was the fierce competition among owners to produce something better and different. It was easier to do so back then than it is now. This was the pioneering era of major customisation within the scooter scene so there were plenty of ideas to go at. Like anything, the more that is created the harder it is to come up with something new.

As time has gone by, the creations kept coming and have continued to do so ever since. Looking back, it seemed like something new was coming out almost every other week in the 1980s. Since then it has slowed down somewhat and perhaps this is where the confusion arises. It isn't that nothing new is coming along – just that it's not so frequent. When the custom show circuit kicks off at Burton each February, new creations tend to make their debut. The problem is these days some of the work is so intricate and the paintwork so detailed that finish dates for a project usually run over. It was easy to fill a hall when a custom show took place in the good old days but now perhaps not so



The custom scooter has been around a long time and looks set to continue into the future.

easy due to this reason. Sometimes the largest number of entrants participated at the end of the year at what was Bridlington, now Southport.

When Dazzle first made its appearance on the circuit everyone was in awe of its splendour and almost stunned by what had been done. There is no denying it took customisation to new levels but rather than give up, it seemed to spur other owners on to better it. In doing so some pretty amazing machines were turned out. To create such sensationalism now would be almost impossible as most methods of

customisation have been explored already. So this now goes back to the original question: have the ideas run out? It's not that easy to answer, in my opinion. In one way yes, from something new and different in terms of being radical. Not that it won't happen – just far less frequently. In another way no, because owners will always continue to try and be different.

These days the real emphasis is on the paintwork. Whether it is a theme on a certain subject or even a street racer, the paint seems to be the dominating factor. This is a good thing because there will always be an abundance of subjects to use as ideas. Even the most popular will be seen from a new angle in its next reincarnation. Look at the amount of Stone Roses tributes created on a Lambretta; there have been plenty but all different in their own way. There are two other reasons why there will always be new ideas. The bodywork of both the Vespa and Lambretta is vast in terms of the surface area that can be painted. This is the ideal blank canvas on which to work. Many themes telling the story by way of different murals making their way around each panel. Compare that to a custom motorcycle that only has a petrol tank and maybe a seat fairing to work with. It also seems that there is an abundance of top quality airbrush artists who can easily translate a customer's idea. Not only that – many, it seems, prefer to work on a scooter with a bigger area to cover, which is ideal to showcase their talents.

The bodywork of a scooter also allows for greater fabrication and therefore alteration. Though a lot of the radical engineering techniques have been done before, there is still scope to fine-tune and make these changes even more elaborate.

Perhaps, then, there lies the real answer to the future of the custom scooter. While people still have an imagination they will have ideas and therefore will keep on creating them.





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# Time for change?

Well, the plastic fantastic, the twist & go... whatever you want to call the Scomadi, Royal Alloy, Piaggio and 'new' Lambretta invasion. I'm kind of getting used to seeing them around, and even contemplated buying one...

**I**t's a new decade, welcome to the future and all that. But wait, I remember a few years ago that the Gilera Runner had the same effect. I got to quite like them after seeing them around. They were reasonably quick when tuned and sounded nice as two-strokes, and after I'd seen them around for a while, with the riders somehow looking 7ft tall, I got more and more used to seeing them. A couple appeared at the BSSO racetracks and I custom painted one as well as rode a couple both on the road and on the track.

The Gilera Runner of Jon Davies was a beast when I rode it at Cadwell after my Lambretta GP4 broke. It took some getting used to but each lap was quicker and once I got over the fear of the thing spitting me off (the suspension was set up for someone totally different) I could have stayed out for an hour on the thing. The automatic transmission was smoother than expected and needed a different riding style. But it was fast, water cooled, reliable and handled well (once I got used to it). I was quite tempted to part with some cash and buy it. I could race a very reliable modern scooter that could blast around a track for hours on end, needing little more work than fuel once it was set up. Not sure my Group 4 would do that. And there, in a nutshell, was the appeal at the time. Gilera Runners and Italjet Dragsters became widely accepted on the rally scene as scooters that were modern, reasonably stylish and reliable. That, also, is the appeal now to many, of the classically styled modern automatic scooters. They gradually are becoming accepted more and more. I doubt they will ever become any kind of classic but then again I remember saying that about the Vespa T5 with its flat, chopped-off back... and what would you give for a mint one of those now?



Classic lines always appeal...

Environment pressures are upon us and large cities across Europe are starting to ban the noisy, smelly two-strokes so riding in central London (and likely other major UK cities) will all too soon become a thing of the past. So your classic 50-year-old smelly/noisy two-stroke will become increasingly hard (and expensive) to ride. They will probably become more of a



collector's item one day, which very few people will ride. Maybe being used at 'Vintage' events and shows?

But hang on, these new machines, that have replaced the auto Runners and Dragsters at rallies, are designed/styled (to varying degrees) upon the classic/vintage look... from a distance, if you haven't been to Specsavers, then the Scomadi and Royal Alloy from a couple of hundred feet away look to all intents and purposes just like a classic Lambretta. You had the old fella down the street fooled for sure! So why don't we just get ourselves into the modern age with one of these 'new' automatic scooters styled on the 50-60-year-old lines that we know and love. Well truth is that many people are doing just that already! They are sure as hell very practical, clean and reliable. They'll never replace a classic but why would it be a bad thing to keep people on scooters and attract new generations to the scooter scene? Regardless of your thoughts and scooter snobbery, they are certainly a more stylish transport than many motorcycles available to the youth of today.

So I found myself warming to the concept of owning one. Well, that was until I heard two scooters going down my local High Street a couple of weeks ago; one was modern and a somewhat muffled four-stroke sound, while the other was a fire-breathing RB Lambretta chucking out clouds of two-stroke smoke as its sweet sound made windows rattle and heads turn. And that is what's (currently) just holding me back from buying one... the sound and smell, which add to the overall feel of ownership and pride. You just can't beat a raucous two-stroke. If it was my sole form of transport I'd probably have a modern auto four-stroke on economic grounds. If I wasn't mechanically minded I'd probably also have one. If I wanted my son to ride a scooter I'd probably buy him one too. If I had to keep a scooter outside I'd probably have one, or if I was doing long distances every day I'd have one. But I'm not, so I don't... I guess I'm not alone, am I?

**“ You just can't beat a raucous two-stroke. If it was my sole form of transport I'd probably have a modern auto four-stroke on economic grounds. ”**



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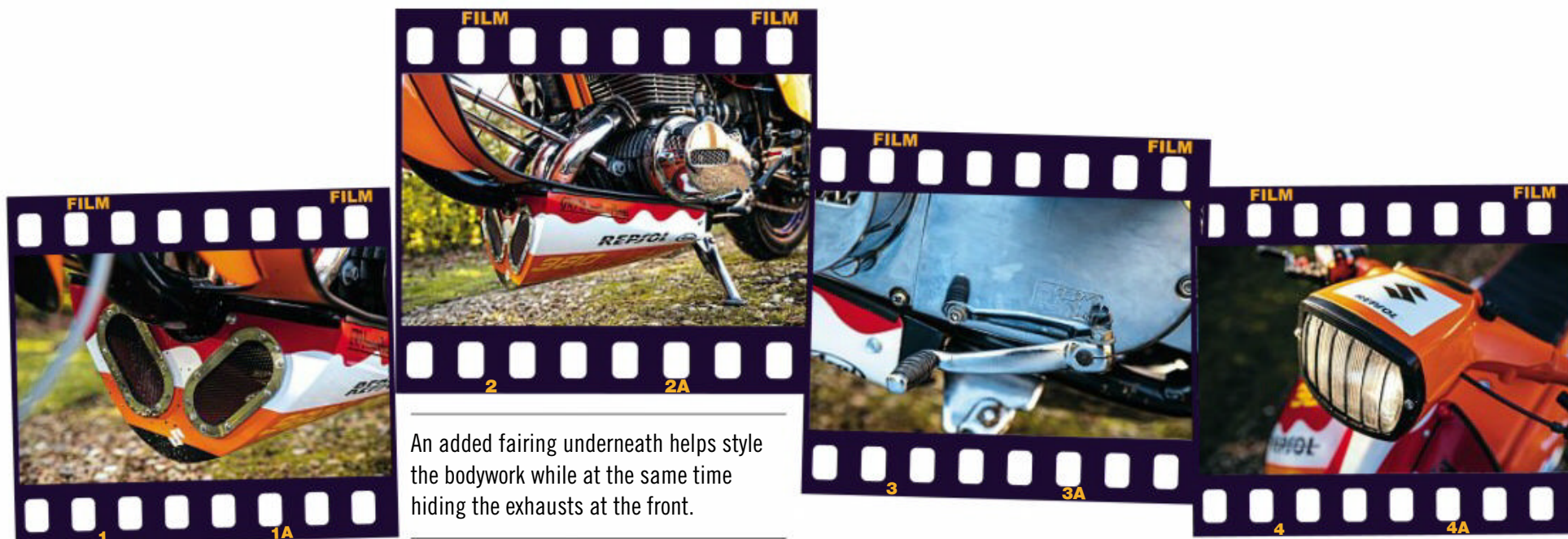


# Triple Trouble: 380 Repsol Lambretta

When a scooter project requires extreme modification, carrying out precise engineering procedures can give quite stunning results







An added fairing underneath helps style the bodywork while at the same time hiding the exhausts at the front.

**W**hen a custom scooter is being built, it usually works around a standard set of rules. Frame and component modification, paint, engine, etc. Though there may be some form of engineering required, usually it's just working around what's already there. By adding something alien to the format then it requires a completely different way of thinking. So what would that component be, perhaps an engine? That has been done before, the prime example being a Yamaha YVPS engine fitted into a Lambretta, a conversion done several times and with great results. What if it were something completely different though, say, a Suzuki GT 380 triple...

### Motorbike mad

Tim Wilson is a self-confessed petrolhead with a passion for anything two-wheeled.

His main obsession is with the Lambretta and over time he has created several stunning examples. A few years back Tim built one with a Yamaha YVPS engine conversion but still had a hunger inside to do something even greater. He wanted a new challenge – something that hadn't been seen or done before. The answer came by way of attempting to use a different engine with the same outcome, this time using a Suzuki two-stroke triple instead. Produced in the 1970s, the

engine kicked out 38bhp and, combined with a six-speed gearbox, could reach a top speed of just over 100mph.

### Three into two doesn't go

Tim decided this would be a perfect choice and as a keen fan of the Suzuki he already knew a lot about the way the engine worked. With a donor found, the next stage would be to make it all fit. One of the major problems is that the engine itself is rather big. Combined with the

“ Rather than have one pipe per cylinder Suzuki, in their quest to make things more impressive, decided to make the exhaust for the middle cylinder split into two. This means it exits on both sides and thus takes up more space. ”





larger gearbox and strange exhaust configuration, it wasn't going to be an easy job. It seemed back in the early 1970s that bigger was better to make the Suzuki look more impressive. There seemed no point in making the engine compact and looking too small in the frame. Another problem that needed working around was the exhaust. Rather than have one pipe per cylinder Suzuki, in their quest to make things more impressive, decided to make the exhaust for the middle cylinder split into two. This means it exits on both sides and thus takes up more space.

You may be thinking, well at least it doesn't need a radiator to cool the engine and so there will be more space available that way. That is correct but to cool the engine Suzuki came up with a ram air system which fed in from above the top. Take into account that all this needs to sit under the frame loop and you have serious fitment issues. Just when it seems there can't be anything else there is the final issue of the leg shields. The motorcycle frame had no obstruction from the front so the air could feed in easily. With the Lambretta the leg shields are in the way, blocking the airflow. This gave Tim a lot to think about but, with an engineering background, a challenge he would relish.

### Best of both worlds

To make it all fit Tim took the main cradle that holds the engine in the Suzuki frame and cut it out. This now had to be grafted on the Lambretta frame, which incidentally was a GP. Unlike when doing the YVPS conversion, more of the frame tube needed cutting away. This is because the engine with the exhausts is much longer – therefore to get the original

“ A few years back Tim built one with a Yamaha YVPS engine conversion but still had a hunger inside to do something even greater. ”



From the front, you can't see the area of the leg shields cut out to aid airflow to the engine.



The support struts between the two frames give it rigidity and strength. Neat profiling of the side panels makes the engine stand out even more.





## SCOOTER SPECIFICATION

**Name of scooter:** Repsol 380.

**Scooter model:** GP200.

**Date purchased & cost:** Stood for four years before starting project, £400.

**Time to build & by whom:** 60 weeks by me.

**Engine spec:** Suzuki GT 380 Triple two-stroke 6-speed box.

**Porting work by:** Me.

**Describe engine performance, power delivery and scooter handling:** Handling and braking superb. 32hp (23.4kW) @ 7500rpm. From welding to wiring and from painting to plumbing, it all takes time and patience but it's well worth it.

**Top speed and cruising speed:** The original engine was capable of 103mph top and 75mph cruising speed.

**Is the scooter reliable:** Oh, yes.

**Paintwork by:** Me.

**What was the hardest part of the project:** Everything, motivation and time.

**Advice or tech tips for anyone starting a project:**

Double your budget – yes...don't ha, ha!

**Is there anything to add to the scoot:** Nooo!

**Is there anyone you wish to thank:** Me, ha, ha!!

Oh, and Lin, my wife, she is a garage widow. Some chaps like golf, I like building scoots!!



Double trouble. The 380 and YPVS beasts together, with proud owner and builder Tim.



Lambretta wheelbase dimension it needed moving further forward. The actual cut was done just by the two front struts for the leg shields so a significant amount had to be taken out. Using a jig, Tim made sure the front and back sections were perfectly in line.

Now with half a frame from a Suzuki and half from a Lambretta, the next stage of getting it all to fit could commence. Due to the extra engine weight, it was necessary to add two support struts. They were anchored to the Lambretta frame tube just below the bottom of the fork stem and connected to the engine cradle. Tim worked out this would give the frame the rigidity it needed.

## Sacrifices

Once a rolling chassis was completed, the task of the bodywork could be tackled. As already mentioned the engine is big and very wide to allow for three cylinders compared to two on the YVPS. This means fitting of the traditional footboards is impossible so they were simply left out. Also, the side panels would need to be much wider to go over the engine. Tim's

solution was to use the top shell and just the top half of each side panel. This didn't look odd – after all, the star attraction is the engine and doing it this way shows it off perfectly. Cutting around the contour of the ram air system makes it look as if that's how it would have been done in the factory, a clever idea.

With the leg shields, thought was required how to allow air through to cool the engine. Tim's answer to this was to cut out a large oval area directly behind where the front mudguard sits. This meant from the front you wouldn't notice this piece was removed because the mudguard hides the fact. The air could now flow freely underneath and directly to the engine. To give a slightly more enclosed look, a fairing was added underneath which enclosed the exhaust pipes as they curve underneath the frame. Venting grilles were added to aid with cooling.

To make a few finishing touches to the styling, the front leg shields were slightly narrowed and rounded off. It had worked well for Bertone, so why not for Tim. At the rear of the frame, the back light unit was done away with and a much smaller

round one put in its place. This allowed the back of the frame to be narrowed slightly and tapered off in the process. It is styling like this that gives a professional and refined look to the whole thing.

## And the rest

The front forks and wheel were taken from a Peugeot Speedfight, to which Tim added a disc and hydraulic caliper. The rear wheel required a sprocket to be made to compensate for the gearing due to using a smaller diameter wheel. This had previously been calculated when he did the YPVS conversion so it was simply replicated. The petrol tank was custom built and made as large as possible to fit in the space left behind the engine. It holds around nine litres and Tim reckons it has a range of around 60 miles. Because the tank sits quite high and, more importantly, above the carburettors it works on the gravity feed system. This does away with the need for a fuel pump, therefore making things less complicated.

Talking of which, the same can be said for the gauges. There is no need for a temp gauge for the water temp so the



Side on clearly shows how far forward the engine sits to keep the wheelbase dimensions correct.



## OWNER DETAILS

**Name:** Tim Wilson.

**Job:** Director of TJ Wilson Transport Ltd.

**Scooter club & town:** Leicestershire Alliance Scooter Club (LASC).

**First interest in scooters:** Forever.

**First scooter:** Vespa 90.

**Favourite scooter model:** GP200.

**Favourite style of custom scooter:** My style, obviously!

**First rally or event:** Isle of Wight.

**Favourite and worst rally:** All rallies are great. Never been to a bad rally, they just get better and better.

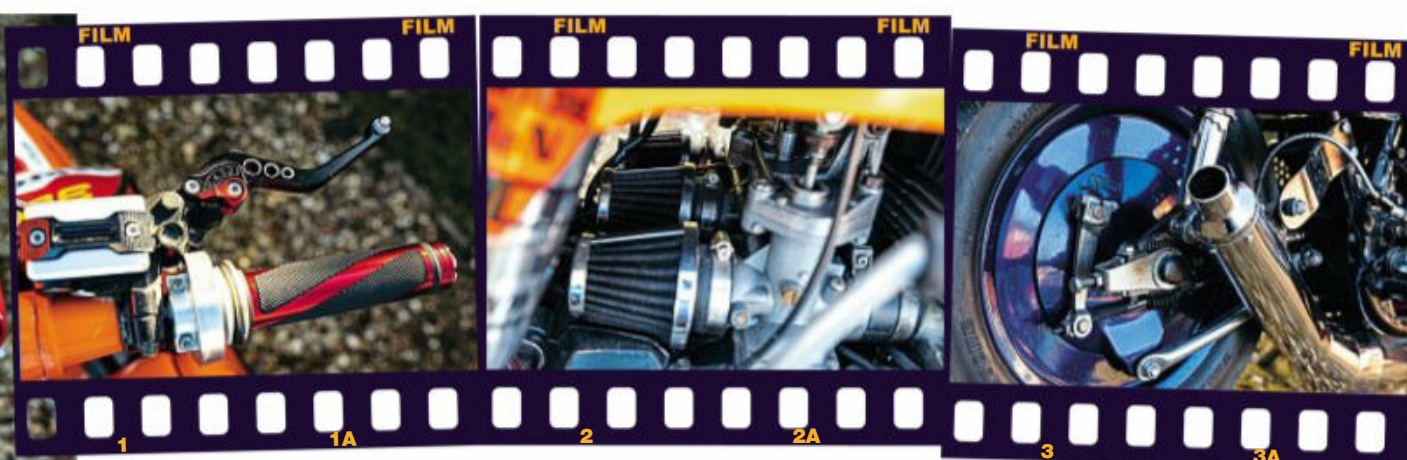
**Funniest experience with a scooter:** Falling off after showing off trying to donut.

**Furthest you've ever ridden on a scooter:** Isle of Wight from Leicester.

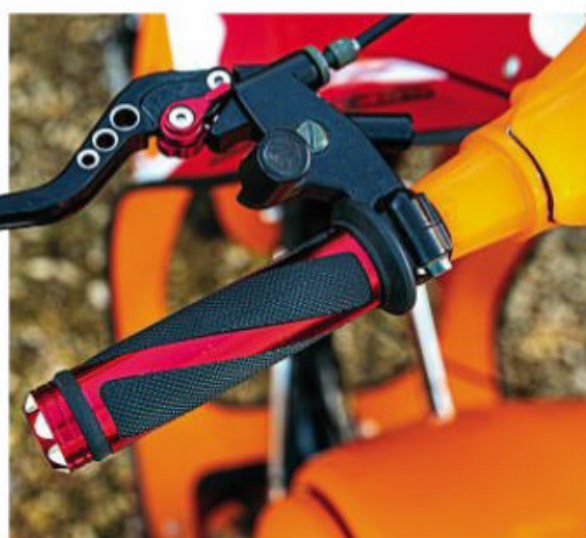
**What do you like about rallies:**

Music, people, diversity – great times.

**Most useless part you've ever bought for a scooter:** A gallon of diesel!



Removing the original back light allows for the rear of the frame to be tapered slightly.





option of an SIP multifunction speedo was chosen instead. A knock-on effect of all this is the wiring loom was pretty simple to make and didn't require a mass of wires. Finally, the gear control is still operated by foot, like it was originally. This frees up the handlebars, allowing a hydraulic lever to be fitted on the right-hand side of the headset without too much complication as it doesn't need to move to change gear.

Putting it bluntly, shoving a motorcycle engine into a Lambretta isn't everyone's cup of tea and to be honest, wasn't mine. However, over time the idea has grown on me. Often the idea is distanced as it's deemed the easy way out when it comes to getting a powerful and fast road-going scooter. Perhaps it is – but the flip side to this is that it throws up a whole host of engineering challenges to make the conversion successful. Also because of these challenges, the solutions required need a lot of thought and imagination.

The overall effect of this is that it creates a unique custom scooter that is full of ingenious ideas to make it all work. Tim has created something different simply by using an engine in a Lambretta

that's never been used before. We are all used to seeing the Yamaha YPVS conversion but this is one step further. The finishing touches put on by him really make it stand out and showcase his talents perfectly.

Suzuki also made a 750cc version of the GT series. I wonder if Tim has thought about this in case he has plans for another project in the future.

**Words:** Stu Owen

**Photographs:** Gary Chapman

Less is more just by using the SIP multifunction dial.







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## Best leave it to the 'experts'...

There were those locally who pronounced themselves to be 'expert scooter mechanics'. Watching them at work proved to be the total opposite.

**I**n the early days of scooter ownership everyone started from the same place when it came to mechanics. We were all of a similar age so there was no one older with years of knowledge and experience who knew better. For those of us that owned a Lambretta, the steep learning curve wasn't helped by the lack of resources of where to learn from. There was the odd shop here and there with some old dinosaur mechanic left over from the 1960s. Most of them were too miserable, having spent their life doing the same thing, to show you how to do anything. Even if they did, it was only a brief description, but they were more than happy to take money from naive kids when possible.

We all relied on the home workshop manual that at the time was still pretty accurate, with most machines still being standard. The problem was that although it explained how to take something apart and put it back together again, it still wasn't that descriptive. Add in the fact they used nice images showing factory tools to do the job, it all looked so easy. In reality it wasn't – using a couple of paragraphs of description, and a tool not fit for purpose, you tried to get by. There were one or two locals portraying themselves as Lambretta gurus and when at work you dare not tell them they might be doing something wrong. As far as they were concerned it was their way only so you just left them to it.

If there was no rally on, the weekend would be spent visiting each other's garages to see what repairs were going on. It was like a small tour I suppose and anyone who was stripping an engine down could get quite a crowd turn up. One such Saturday it was Mike's turn as he needed to change his clutch. He regarded himself as "one of the gurus" so we all went round to see him show us mere mortals how it was done. He was known for having a quick

temper, so any piss-take would be greeted with a snarl. I'm not sure he wanted anyone around but when working on these things, a big crowd came with the territory. It was a nice sunny day so there was no shutting of the garage door; the full operation was to be done in front of the masses who came to watch. Before long out came the obligatory carpet from the loft, a leftover off-cut from the living room, ideal for something to work on rather than the tarmac drive.

A crowd of around 10 had gathered as the master got to work. They were often casual meets with everyone talking scooters rather than taking much notice of what was going on. Today's job would mean removal of the side casing and

“ Without hesitation the banging started once again, this time even more ferociously. By now the exhaust was starting to resemble a can that had been flattened in the road ”

before that the exhaust. However there did seem to be quite a lot of large bangs emanating from underneath the engine. These were being made by a hammer as it was being hit against the box section of the exhaust. Constantly repeated blows seemed to be getting harder and harder, mixed in with a variety of swear words. It seemed no matter how hard Mike tried, the exhaust wouldn't budge. Someone then dared to suggest that all the nuts that hold it on might not be undone. Everyone ducked for cover as it looked at one point as if the hammer was coming our way. "Of course they're all undone. What do you think I am, stupid?" was Mike's reply to the cautionary comment.

Without hesitation the banging started once again, this time even more ferociously. By now the exhaust was starting to resemble a can that had

been flattened in the road. "They do get coked up sometimes, making them difficult to remove," an out-of-breath Mike murmured. The reply was one he didn't want to hear and more worryingly look at. "What about the bolt underneath holding the exhaust to the casing? You know the one... has it been undone?" was the doubting question. It wasn't just Mike that had a look – so did just about everyone else who was present. Someone graciously held the handlebars and lifted it up to one side, fully exposing the underneath. There it was, sitting perfectly in position – a nice, shiny 13mm bolt and, just for the record, fully tightened.

For a moment there was complete silence, everyone just staring at the bolt like they were frozen in time. I guess everyone was looking for some sort of reaction but for a while it didn't happen. When it did, everyone ran for cover as Mike circled round, looking like a madman about to prey on his next victim, all wondering what he was about to do next. Rather surprisingly, he calmly picked up a spanner and began to undo

the bolt responsible. No one dared say a word as he slowly unwound it.

With it now undone and thrown into next door's hedge, he went round the far side to once again hit the exhaust. With his arm swung back he was ready to dish out more punishment to its battered side. Before he could make contact the whole section fell off on to the floor, probably more into submission than anything else. It lay there battered and bruised, certainly not fit for the purpose it was intended any more. Mike looked at us and we looked at him, no one knowing what to say.

Picking up the exhaust and looking at its sad condition, to everyone's surprise he was quite philosophical. "Perhaps it should be left to the experts from now on," he said, as we all nodded our heads in agreement – perhaps more out of fear than anything else.



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## ★ STAR LETTER ★

### Heritage Fund helps students

Hi Dan,

With help from the Lottery Heritage Fund, students from Circles Alternative Education, who struggle in mainstream schools, have rebuilt this Lambretta LI150. They also made a film about the process and researched the history of the scooter scene in Essex. The film is on YouTube and can be found on the Circles website [www.circlesalted.co.uk](http://www.circlesalted.co.uk)

[www.circlesalted.co.uk](http://www.circlesalted.co.uk)

All the best,

Chris



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## Tech Q&A?

This is a suggested theme I have for *Scooter* magazine: A Technical Discussions feature for readers to send their questions to troubleshoot problems, and receive advice in return. I'm after some advice if possible through your mag. I've just bought a TX200, but before selling my PX200 I want to put my '80s King & Queen seat on to the TX, which has a bridge lock instead of spike. Can this be done, and how do I go about it please? Is the small round recess behind the bridge where the spike goes? Will it need tapping or will it pop out?

Thank you in anticipation.

**Paul Baron**

Hi Paul,

*In an age of 'instant gratification' I'd be surprised if a monthly Tech Q&A could survive? In fact, I'd hazard a guess that by the time we received this letter, read it, printed the magazine and waited for it to go out on sale... you'll have fixed the problem yourself, attended three different rallies, sold the machine and have moved on to your next project. Forums such as Scooterotica and various FB groups will beat us to the punch every time... and prevent curious home mechanics standing in the garage for a month scratching their heads.*

Regards

**Dan**

## New-fangled computers!

Many thanks for your great magazine. In your 400th edition you say it's an old friend to be picked up and put down when the mood takes you. I'm useless when it comes to IT, social media, and computers, so keep clear of them, especially with account hacking etc. So when it comes to your magazine competitions can we go back to the old-fashioned postal entry? Keep up the good work.

**Mark Dales, Shrewsbury**

Hi Mark,

*Firstly, thank you for your hand-written and snail-mail posted letter, such a rarity these days! Personally, I'd love to accommodate your request, but alas, in this day and age of technical wizardry, it is not the way things are I'm afraid. Still, nothing to stop you asking grandson, nephew or other 'tech friendly yooof' from making an online submission for you... it'll save you the price of an envelope and postage if nothing else!*

Regards

**Dan**

## GTS HPE speedo inaccuracy

After many years of kitted T5 ownership, followed by a Gilera 180 runner, I was seduced by the April 2003 *Scooter* cover boasting a Vespa GT200, capable of 80mph. I bought a brand new one, fitted a Scorpion pipe and was under-impressed. Two years later a bigger, faster GTS250 was announced and once again I bought into the hype and paid my money. A smoother ride than the 200, the 250 would indicate 80mph quite readily on motorway runs. This one lasted 10 years until IOW 2016, when a visit to the campsite and a persuasive dealer took my 250 and cash in exchange for a brand new GTS300. Once again, bigger engine and big expectations. Finally 80mph seemed readily attainable and I hit the speed limiter on occasion, which was apparently set at 84mph. Happy days... until the announcement of the GTS 300 HPE. I read the press reports, watched the YouTube videos, and had a dealer test ride and saw 90mph on the clock. Hooked again by the promises of more power, I rang round the dealers, finding the colour I wanted and a cracking deal

to boot. I've only got 200 miles on the clock but I took it out today and the speedo will hit 80mph... but, having repeatedly paid out good money to Piaggio over the last 17 years in search of 80mph +, I now read reports saying the HPE is limited to 74mph. Why would they replace a 300 limited to 84mph, with a "more powerful" HPE300, which is limited to 74mph? Could a test bike really have a speedo that is inaccurate by 16mph?

Regards

**Russell**

Hi Russell,

*The answer in a nutshell, is yes. The speedo does inaccurately report the actual/real speed, to varying degrees. However, in a world where nothing is simple and scooters are now managed by electronic boxes and computer chips... there is a surprisingly simple fix for this. A quick Google search of the phrase 'GTS HPE speed ring' should reveal a solution to your lack of speed... without your having to keep buying 'new and improved' scooters.*

Regards

**Dan**

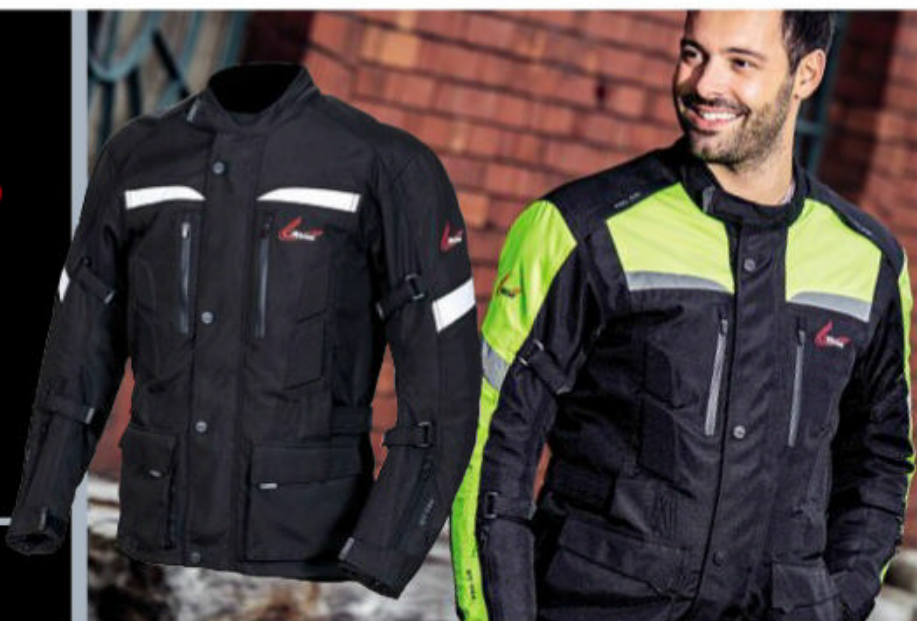


Matt reading *Scooter* in Menorca.



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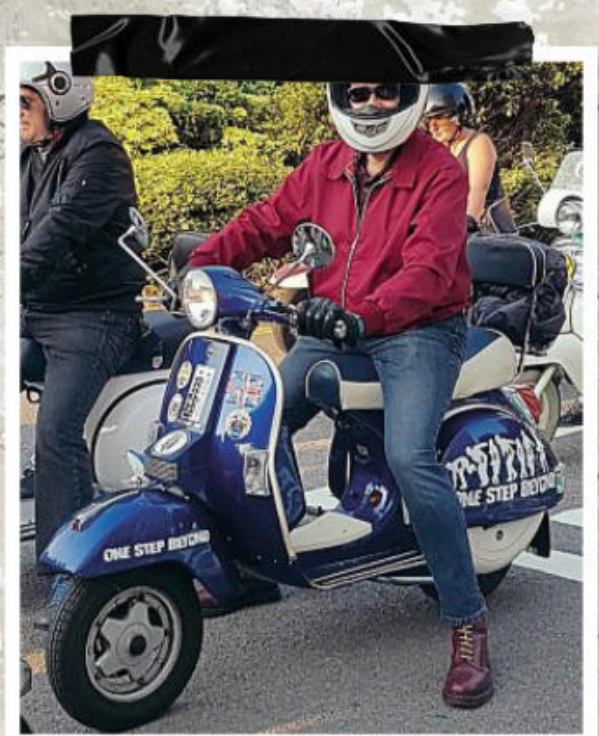
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DATA: Protection of your personal data is important to Mortons. Your data will be stored securely and only be used for the purpose of processing the competition and notifying the winners. Data will then be destroyed.



Paul Johnson, 1984 on a PK100 and 2018 on an LML 125 2t.



Stephen McGreevy's scooter sculpture which is made entirely from scrap household copper pipes, the sort that hot and cold water runs through, and the engine is gas boiler parts from broken down boilers. The only 'bought - non scrap part' in the whole sculpture are the wing mirrors and the parts are jointed by silver brazing.



Wendy from Pennine Posers MCA, enjoying a read on her recent trip to Mexico. Sent in by John Broadbent.



Nick McGraw sent this in of his GP on Montrose Beach, Angus.



Kev and Alison Harvey on tour in Lunigiana 2010 and the same bike after a Ray Kemp makeover in 2018. Sent in by Kev Harvey.



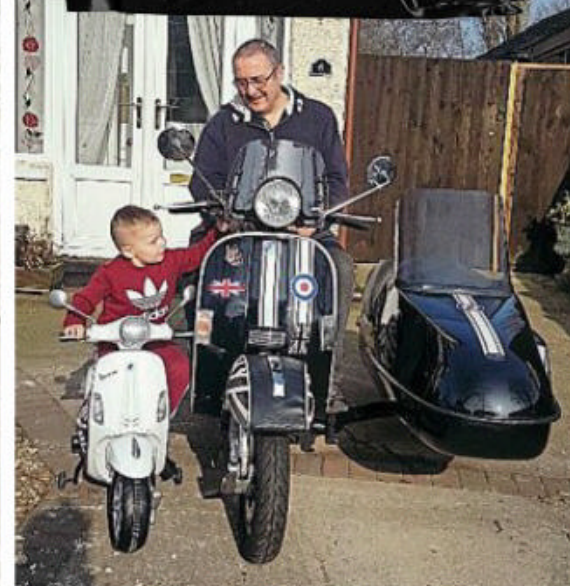




Three GPs belonging to Darren Ingram, Steven C and Keith Moore, heading to IoM 2018. Sent in by Keith Moore.



Gary's GP200 in his new office.



This is proud grandad Rob, with grandson Spencer, showing off their scoots in the February sunshine. Sent in by Rob Hazon.



Andy Bennion sent these before and after photos in of his 1984 PX, which he got from his local scrapyards for £30. All of the fabrication, engine build, paintwork and airbrushing was done by himself and he's tried to keep it as original as possible, hence it being a cutdown. After doing a bit of digging to find out some more of the PX's history, he found it to be a Pinasco 225 which was tuned by none other than Norrie Kerr. It only has 1100 miles on the clock and Andy is only its second owner and will be the first to MoT it when it's finished. He was told that it was stood in a garden for 27 years, as it was owned by USAF personnel and when the USAF left the base, the houses were boarded up and the PX was sent for scrap. Andy would like to thank his wife, Julie, for putting up with the auto jumbles and engines under the bed! And for the perfume can he made into a tool box!



Dave Fagan's PX200 at the Station Café, Delamere.

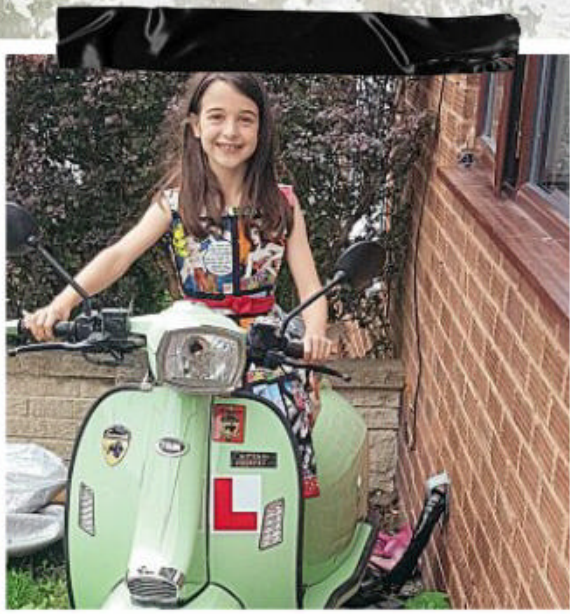


Martin Sweet with daughter, Sophie Sweet; dad trying to get daughter on the scooter scene.



Garry of Dundee Mods, with a Vespa SS 180, in Brighton.





Laura ready for a night out. Sent in by Dean Whittaker.



Elliot Taylor's Scomadi TL125.



Russell Brown's 1969 Italian GP200, which is currently at Atoms undergoing a BGM 225 conversion.



Mick Watt from Leeds on his way to his wedding at Middlesbrough Town Hall, with his best man Ian Parry from Middlesbrough. Sent in by Deb Watt.



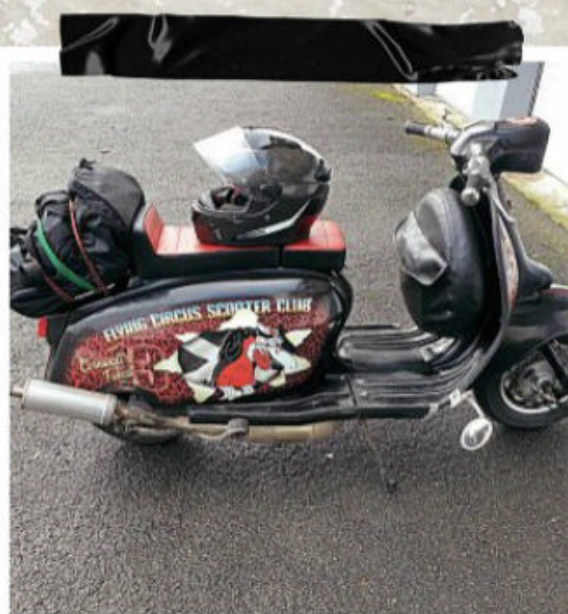
Both Marks on Ash's scoot with Gilly at the back; for Gilly's wedding. Sent in by Mark Christian of Bedlam Scooter Club, Sheffield.



Andrew Foster's Series 2 which has been made to look like a Series 1. He says: "It's not fast, it's not expensive but it's what I want it to be!"



James Rowley's Vespa NK Primavera 1982 imported from Spain in 2014. He's always wanted a scoot and finally got his hands on this in August 2018.



Back from Modrapheniacs, sent in by Pete Regan.



Steve Brewer's nut and bolt restoration by Ralph Saxelby.





Sent in by Philip Vanner.



Sent in by Gordon (Goldie) Davidson.



Vespa PXs, sent in by Tom Eldred.



Darcy P, Abbotsbury Hill, Dorset. Sent in by Anthony Pattinson.



Stephen Bell's 19-year-old ET2 at Wells-next-the-Sea docks.



First run out for the RA GT.



Stuart Simmons' way of getting his scooter in and out of his shed.



Alan Dean's PX125/180.



Dave Turner's grandson, Aidan, on Dave's J125.



# Show us your Scoots



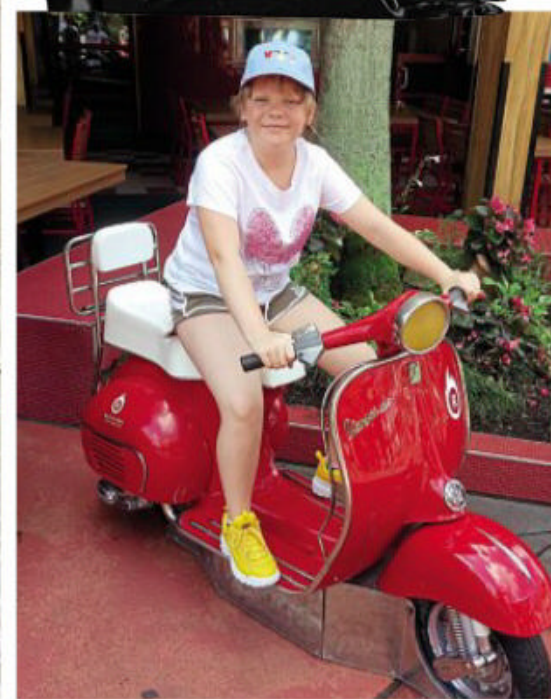
Paul Tyson of Runcorn Scooter Club in Spain.



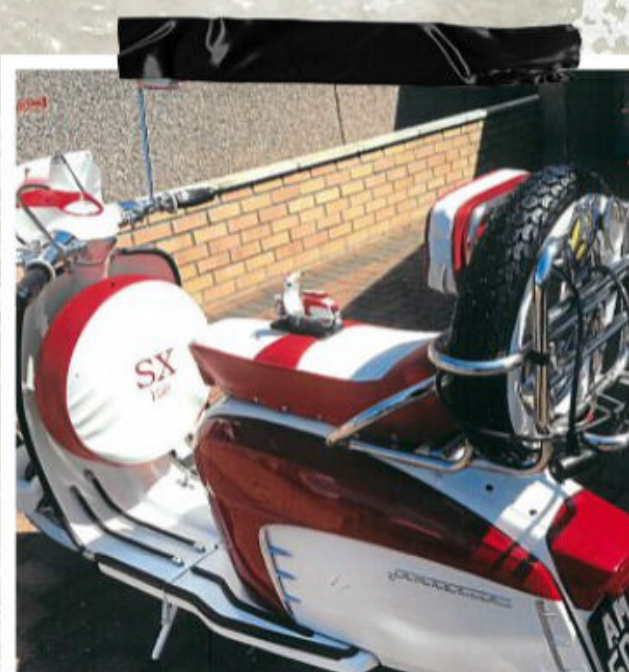
John Moore's Vespa PX Anniversario Unita d'Italia, in the process of being minted up to the hilt and ready for summer ride outs!



Ride out, and Geoff with his granddaughter, Tillie, on her electric scooter. Sent in by Geoff Adkins.



Steve Ney's daughter, Niamh, in Florida.



Geoff Taylor sent these in of his GP150 and SX150. He tells us: "I started scootering in 1967 with a LI150 Series 2, then progressed on to a TV225 in 1969. The pictures show my dad on my GP150, which was taken in 1993 and the SX150 which is my current scooter and I've owned this for the last three years."





Twins? Well almost a mirror image. When John Elkins's Series 2 met a Series 1 friend on a ride out.



Mark Roach's 68 Li 125 Special.



Trevor Ireland's 1960 Li Series 2 150cc, which has been totally stripped down and rebuilt over a period of six months.

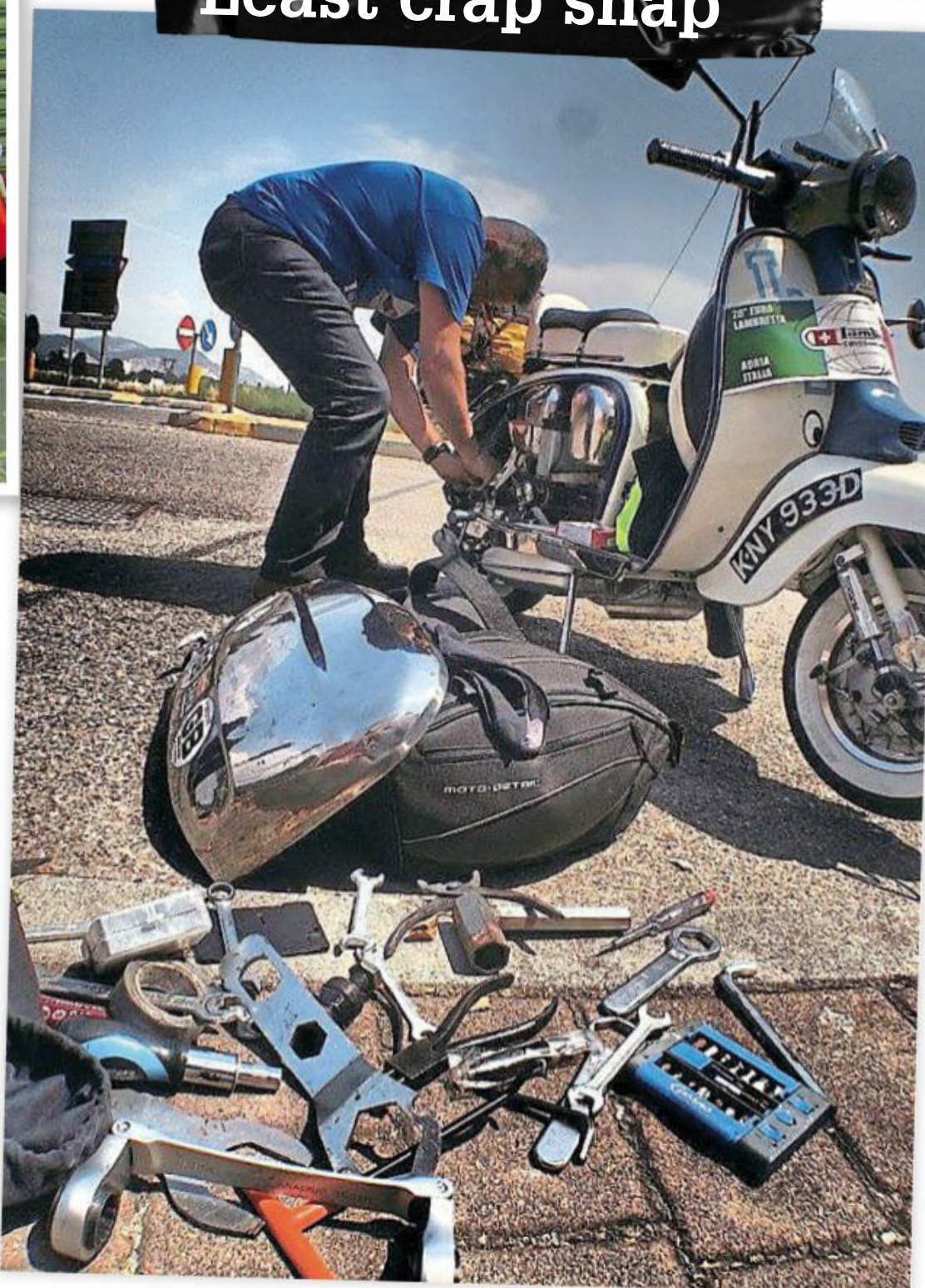


Marky B's recently restored Lambretta.



Darryl Turnbull's LML 125 4T on the Tuesday evening ride out with York Inset Scooter Club.

## Least crap snap



**THIS MONTH'S WINNER:** Roadside repairs on the way to Adria. Sent in by Dean Bennett.



# Masterplan: Fear no more

Managing change is something that a lot of people struggle with. It certainly wasn't the case for Craig Shenton and the development of his street-racer, Masterplan...

**T**he story of this build started in 2012 at Wrexham SC's Funday where Craig and Michael Ford (Fordy) first met properly. "We'd both attended the event on our scooters and before parting company for good we pulled up at a garage to fill up. When we pulled up it was clear that Fordy had a problem with his scooter; and if I remember rightly his clutch exploded on him! So basically he and his wife Kim were in a bit of a mess. Fordy didn't have breakdown cover, but I did through my bank. After a bit of head-scratching and wondering what to do I rang my breakdown recovery company and organised a plan which would get them home," Craig smiled. "On the day of the breakdown it was one of the hottest days of the year and when they'd finally got home Fordy called me to say thank you and said if I ever wanted a hand with my scooter I was just to let him know."

## Bite the bullet

At that time Craig had been considering

making some changes to his plain-looking silver scooter, and a few months later he finally decided to bite the bullet and do something about it. "I'd always wanted an orange and blue scooter, I don't know why; it was just one of those things. At that time I was using a lad called L'I Al (Al Kelly) for any work I needed on my scoot. Al was an absolute guru with scooters but

“ Having never worked on a scooter before, and after going over the brief with him a few times, Mick realised this wasn't going to be a straightforward task, but nonetheless he was more than keen to get stuck in! ”

at that time he had a lot of stuff going on, so he'd decided he was knocking scooters on the head." With L'I Al out of commission, but with the changes Craig had in mind for his scooter, he needed to get in touch with someone who could help him with the work. Fortunately Craig bumped into Fordy again on another local ride-out where they got talking and Fordy offered to help Craig strip and rebuild his scooter.

## Bright yellow

After doing the scooter in orange and blue it soon started to look a bit tired. "For some reason I always regretted not putting tunnel lights on it, which if I'm honest I'd always wanted. I started thinking of new colour schemes for the scooter and decided that I was going to do it bright yellow with black trims." Also at this time, because someone had pulled out on Fordy, wrecking him and his scooter, he was also thinking of colours for his P200. Fordy then came up with the idea of doing his scooter matte black. "He seemed pretty









keen on it; that was until he mentioned it to his missus; she didn't approve and in light of the feedback he got from her he soon put a stop to it!" Craig laughed. After Fordy had mentioned the matte black colour scheme Craig couldn't get it out of his mind. "I asked Fordy if he definitely wasn't going to go with it; he said no, he wasn't, so I asked him if he minded if I was to do it on my scooter, again he said he didn't mind."

## Masterplan

Craig's plan for the scooter was that he wanted it to be matte black with gloss black touches and he wanted it totally de-seaming. "Rear tunnel lights were also still a feature I really wanted, but I couldn't think of what to do with the indicators; or even whether to have any at all! I'd thought about bar-end ones but they are bloody expensive so with all this going on I decided to have tunnel indicators as well." Although Craig was making progress with the design concept he still wasn't fully satisfied. "I decided that I wanted black mesh in a diamond pattern covering the lights and the indicators. I also wanted the pattern to match the pattern on my seat, which had

a criss-cross type pattern on it. Also the angles of the mesh patterns had to match perfectly." With these ideas fixed firmly in Craig's mind he had to find a fabricator who he could trust and who would listen to his ideas. Help came through social media. "I was looking round on Facebook and dropped on an old pal, Mick Hill. Mick had done some outstanding fabrication work on cars, so I asked him if he fancied helping me with my scooter." Luckily Mick was up for it. "Having never worked on a scooter before, and after going over the brief with him a few times, Mick realised this wasn't going to be a straightforward task, but nonetheless he was more than keen to get stuck in!" Craig explained.

## Solutions

With the challenge set, Mick came to Craig's house after work and at the weekends and they started to figure out a way to get the build completed. "Surprisingly, one of the biggest hurdles we experienced was working out how to fix the mesh over the tunnel light's open end and how to get access to the lights from the inside end of the tunnels. Eventually I found some basic tunnel lights online; we



Masterplan success.



De-seamed frame.



Custom belly-pan.



Southport 2019 custom show awards.



then fabricated an Allen key grub-screw at the inside end of the tunnel, which is hidden under the body panels and holds the lights in place. Then to fix the mesh in place, Mick used a tiny piece of spot weld to secure it and then it was simply glued into place with some super strong Speedyfix high-strength glue!" During the build Craig and Mick also frenched out the side panels and the front mudguard. The rear end of the frame was altered to make a recess for a brass one-off number plate and using a time-consuming but structurally safe process Mick successfully de-seamed the frame of the scooter. The original horncast was replaced with a sportier-looking T5 Mk1 item, which was

smoothed out and discreetly reveals the detail of the engine. Also a bellypan was added beneath the leg shields, which gives real presence and adds to the aggressive street-racer looks.

## Bars

Again after putting a few feelers out on Facebook asking if anyone could help create the headset Craig had in mind for the scooter, he was put in touch with Steve Rowe. "I managed to get hold of a set of disc dropped handlebars but I wanted to use a SIP Mk1 digital speedo, along with a disc headset top. After a few telephone conversations with Steve he knew exactly what I was after and was willing to take on the job: top bloke!"

# SCOOTER SPECIFICATIONS

**Name of scooter and reason:** Masterplan. The scoot was all planned in my head. Plus it's one of my favourite songs...

**Scooter model:** PX200.

**Date purchased and cost:** 2001, £2200.

**Inspiration for project and theme:** Always wanted a street-racer.

**Time to build and by who:** About 5-6 weeks start to finish and the majority of the build was completed by myself and Fordy and Mick Hill.

## Engine spec

**Kit:** Malossi 210

**Crank:** Pinasco 57mm race crank

**Carb:** 26mm BGM fast-flow and BGM fast-flow tap

**Exhaust:** SIP Performance

**Clutch:** SIP 16 springs

**Gearbox:** Standard P200 with T5 4th

**Porting work by:** Readspeak in 2003

**Dyno done by:** Initially by Readspeak. But then the good old plug chop by Fordy. The lad's got a great ear and unbelievably big fat fingers!!

**Describe engine performance, power delivery and scooter handling:** The engine is sweet, it can sit nicely in 4th at low revs and when I need the power I just have to open the throttle.

**Top speed and cruising speed:**

**Top:** Around 85mph.

**Cruising:** 65-70mph nicely.

**Is the scooter reliable:** Yes.

**Has the scooter won any show trophies:**

**Southport 2019 custom show:** Best Ridden Street Racer at Southport custom show 2019 (first time I've entered anything)

**Southport 2019 custom show:** Runner-up Best Unrestored Scooter (Still can't work out why! Answers on a postcard please!!!)

**Paintwork and murals done by:** By myself with rattle cans in my garage.

**Is there any powder coating:** Yes, neat little touches all round the scooter.

**Is there any chrome:** Ha-ha nooooo!

**What was the hardest part of the project:**

The de-seaming and organising the tunnel lights.

**Do you have any advice or tech tips for anyone starting a project:** Get advice from people who know what they are doing. If you have an idea that you want to do to your scoot that's not been done before don't get put off by people saying that it can't be done! There is always a way around anything.

**Thanks to:** Fordy, Mick Hill, David Payne (On Small Wheels), Michael McCann (Mac Alloys), Steve Rowe, Kirk and Helen Shenton (Madeley Brass Castings), Steve Timmins, Mick Thompson, Billy McArthur, Niamh Ford who took pics right the way through the build and Kim Ford for not letting Fordy have matte black on his scoot and keeping us fed along the way!



1. Craig gets to grips with the paint
2. De-seaming the frame
3. Fabricated to suit the build
4. First outing at the 2019 Southport Custom Show
5. Fordy in full concentration mode
6. Mick Hill gets to work with the grinder!
7. Tunnel lights in place



## OWNER DETAILS

**Name:** Craig Shenton

**Scooter club and town:** Telford Tigers SC.

**First interest in scooters:** Seeing them being ridden around where I lived as a kid and my older brother having one.

**First scooter:** T5 Classic.

**Favourite scooter model:** Vespa 200.

**Favourite style of custom scooter:** Street racer. But anything that's had time and effort put into it and not just money thrown at it.

**First rally or event:** 1985 Madeley Court Custom Show, Telford.

**Any stories:** I once left a disposable camera in a pub at the I.o.W with the Salford Knights and Wrexham SC and when I came back all the pics were used up. When I got home I asked my mom to take it to the local chemist to get it developed (my mom's neighbour worked there at the time). They all came back censored, she never went again for me. Enough said!

**Favourite and worst rally:** Burton Brewers weekends, defo my favourite, had some great laughs. Can't say I've got a worst one as always had something to remember and laugh about.

**Funniest experience with a scooter:** The one when I offered to take my mate Dixie's scoot for an MoT and the handlebars didn't turn!

**Furthest you've ever ridden on a scooter:** John o' Groats to Land's End (JOGLE) 2014 for Cancer Research

**What do you like about rallies:** Banter and good old piss-taking!

**What do you dislike about rallies:** Rain, comedies and beer prices at the main do.

**Favourite custom scooter of all time:** Torn Apart – this scoot means more to me and others in the know than any other scooter including my own.



Garagista.



Mesh grill on the flywheel cover is a nice touch.



Streamlined race seat.

There were some issues with the initial paintwork, but as usual Craig rose to the challenge, adapted to the change and decided to do the job himself in his garage with rattle cans!

With a smile on his face Craig said: "There is no doubt that if it wasn't for Fordy my scooter would still probably be in its original condition. So on reflection, and with the best of intentions, I have to say I'm so glad that Fordy had that breakdown back in 2012!"

**Words:** Stu Smith

**Photos:** Gary Chapman







# A ROYAL APPOINTMENT

He was part of the team that brought Royal Alloy to life and now he's the company's CEO.

*Scooter*ing spoke to Steve Oliver about the company's meteoric rise.

**Q. A big question: are you an enthusiast or just a businessman making a quick buck?**

"Both," laughed Steve. "I studied industrial design, now called product design, at Central St Martin's College. That's one of the best design schools in the world and graduates include Stella McCartney and Alexander McQueen. It wasn't long before I realised that designing household appliances wasn't for me. I entered a retail career which led to motorcycle sales. That was heaven as it combined both my work and hobby." When asked if he rides regularly, Steve smiles before replying: "When I was at Moto GB I rode almost everything in the product range. Over the years I've had plenty of scooters but as for larger bikes, let's just say I'm an enthusiastic rider."

"I've have had enough drama caused by speed cameras to last a lifetime. I've stayed away from sports bikes for some years now!"

**Q. How did the Royal Alloy name come about?**

"The founder wanted to create something fresh but also commit to establishing a heritage brand. Riders may remember that we launched as 'Royalloy'; that was due to a misunderstanding about using 'Royal' in a company name. When I became involved that was clarified and the name was changed. We also altered the logo as the original horse and carriage didn't scale down well for use on merchandise. 'RA' is also a catchy and memorable shortened name."

**Q. The owners are based in the Far East. Should we be worried about the quality of goods produced there?**

"Before answering that question, I think it's important to understand how the motorcycle trade has evolved over the past 20 years," said Steve. "In the 1990s most of the dominant motorcycle manufacturers changed their business model. Many dealerships lost their franchises as business became concentrated in large 'super dealerships'. That left a lot of shops searching for products and that vacuum was filled by the Chinese. Their first efforts lacked finesse in design and were often unreliable. They quickly gained a bad reputation and most of the trade dismissed them as a credible threat. It was a repeat of the British motorcycle







industry's reaction to Japanese machines in the 1970s. Despite my colleagues' scepticism, I knew they'd come back fighting. I began working in association with SYM and never looked back."

When I challenge Steve's assertion about the quality of Chinese two-wheelers he's quick to defend them. "There's nothing wrong with Chinese engineering. The problems start when companies don't get involved with design and quality control. We have two factories, one in Thailand and one in China. Most of the high-end machines coming into the UK will be built in Thailand, where the facilities are world class. The factory's located in Amata and sits alongside facilities owned by BMW, Triumph and Bosch. Because of my background I can speak in a way that the designer understands. Our aim is to bring the best possible experience for riders on every machine we sell. I believe the best way to do that is by being involved at all stages of a product's development."

**Q. The latest addition to the Royal Alloy range is the TG. There's no hiding the design's origins, but how did it come about?**

"It's no secret that the last couple of years have been hard going. Royal Alloy had to fight for survival and at times we all asked ourselves 'What's the point?'. The Tigara Grande is what we were fighting for. Tigara is an Inuit word meaning 'point' and grande is obviously a synonym for big, therefore Tigara Grande is Royal Alloy's 'Big Point'."

**Q. Although prices are to be confirmed you've hinted that it will carry a premium**

**over the Grand Prix. Other than different panels, what will a buyer get for their money?**

"The TG is far more than a reclothed GP," began Steve. "I'll admit that was the original intention but as the design progressed it became clear that we could do more. Ultimately the side panels dictated our approach. We tried to fit the more curvaceous panels on to the existing frame but nothing looked right. Once we realised that a new rear frame was needed the project took on a whole new

momentum – the only panel that crosses over from the Grand Prix is the battery panel.

"Throughout the design we've tried to honour the Series 2. I'm particularly proud of the indicators which take the place of panel handles at the rear while the only plastic body panels are the mudguard, toolbox and battery panel."

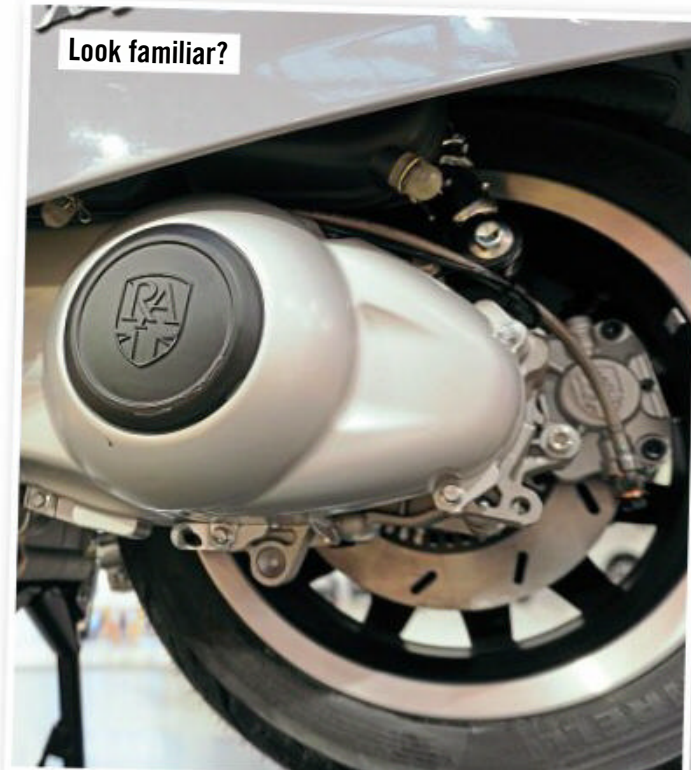
**Q. One obvious question. The new 300cc engine... what's its origin?**

Steve smiled before replying: "For various



Royal family: Steve with daughter Ellie representing RA at EICMA.



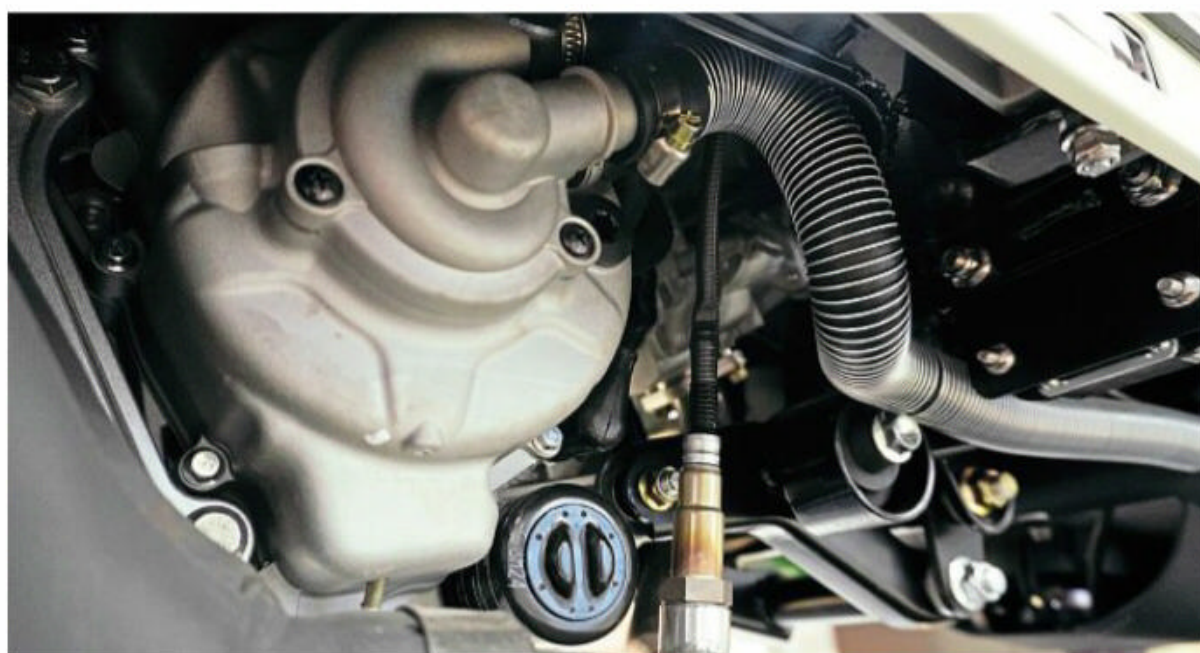


Look familiar?

Heritage is obvious.



Panel shut lines are improved and outer runners are blackened alloy.



That's all metal.

“ Most of the high-end machines coming into the UK will be built in Thailand, where the facilities are world class. The factory's located in Amata and sits alongside facilities owned by BMW, Triumph and Bosch. ”

reasons all I can say is that it will look familiar to *Scooter* readers and spares will be easy to come by. Production will be in Asia but it's from a well-known manufacturer.”

**Q. Looking at your range there's been a reversal of Innocenti's design process. You started with their GP styling and paid tribute to the Series 3 and now the Series 2. Is there a Series 1 planned?**

“I couldn't possibly comment,” laughed Steve. “We've consistently improved our products and that process will continue. Electrification is something that we're working on but our main thrust for the next 12 months will be getting the GP 300 and TG range into showrooms. They're exciting times at Royal Alloy and I'm pleased to be a part of the brand's success.”

**Interview and photographs:** Stan



# Start It Up

When Stan heard the names behind DMC, a new scooter workshop in the North West, he jumped at the chance to pay them a visit.



Classic or modern, DMC are there to help.

**M**ost scooter shops evolve over time. The name may change and staff might move from one dealer to another but the ‘family tree’ is usually clearly recognisable. Finding a completely new business, in fresh premises, is an unusual event. Discovering that the owner has a long involvement with scooters and has managed to recruit a well-established mechanic makes the occurrence even more intriguing.

“There’s a strong scooter culture around this area of North Wales and Cheshire,” began Paul Bland, one of the people behind DMC. “Surprisingly this hasn’t been supported by the trade as the nearest support for riders is in Manchester or Morecambe. We aim to fill that gap with good, honest service.” Over the years there have been many attempts by scooterists to turn their hobby into a business. Most have failed as the reality of running a business is very different to fixing a mate’s scooter in the shed. Paul, however, is made of more substantial stuff. In fact he’s made a career out of motorsport and it all began with the humble scooter.

## A life in racing

“It’s well known that scootering never

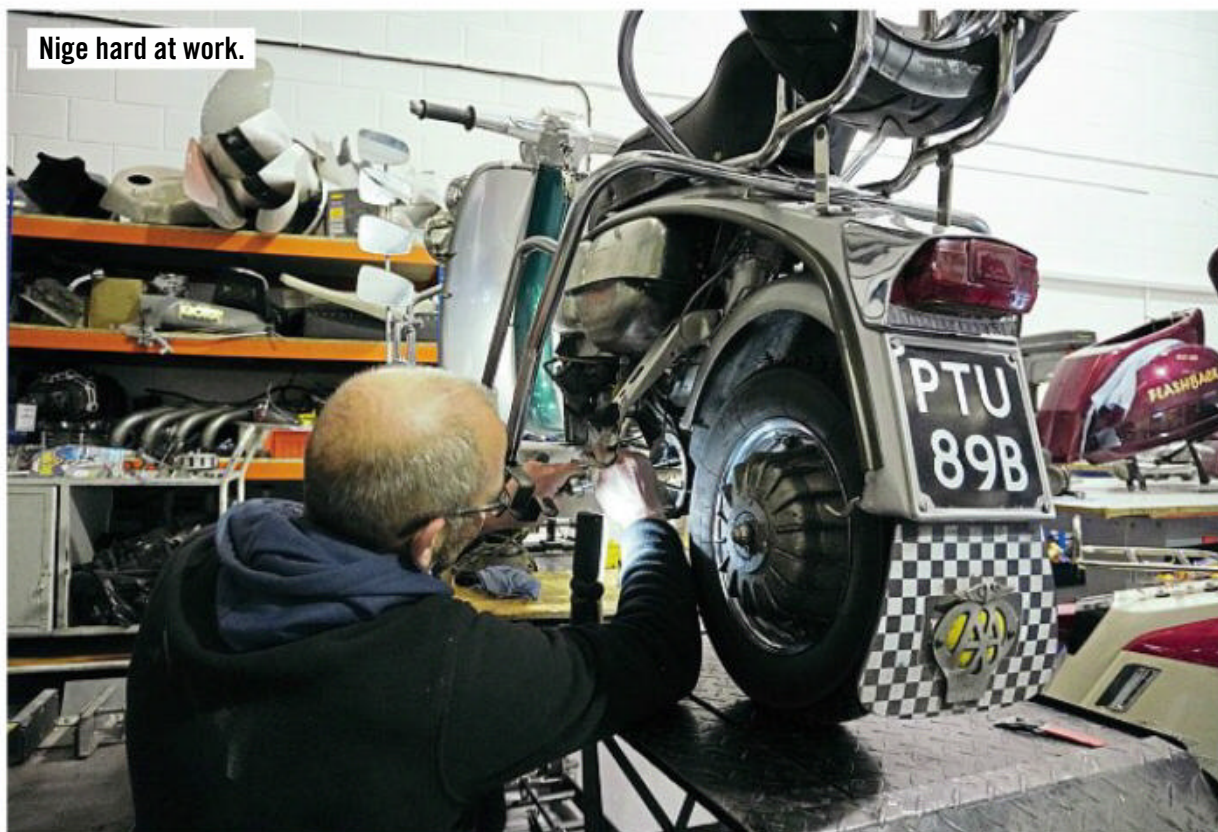


Come and look around.

really died out in the north,” he began. “Like many other lads in the late 70s I was drawn into that world. First came the rallies and then I began tuning. My passion still lies with two-stroke tuning as the engine offers almost infinite opportunities for development. I never get bored of working on them.” This passion took Paul off the road and on to the track where he pitted himself against such greats as Dave Webster and Norrie Kerr. “One of my claims to fame is that I

managed to run over Dave at Donnington,” he laughed. “Fortunately Dave was okay and I think he eventually saw the funny side!” Although he raced in several classes it was Group 6 to which he was most drawn as “it offered far more scope”. Unfortunately in 1986 Paul’s scooter racing career came to an abrupt end. “It was a memorable meeting for several reasons,” began Paul. “Firstly the BBC were there filming for Top Gear and secondly I badly misjudged a corner,





Nige hard at work.



Sticker bombing has already begun!



Time capsule T5.

## FACTORY FRESH FEEL

A central plank of Paul's family motorsport business has been the restoration of classic motorcycles and that expertise is being applied to DMC. "Although we use the services of off-site painters we try to keep as much in house as possible. We've a vapour blasting booth on site and our MoT bay will be operational shortly." The team has recently been commissioned to restore a Lambretta LD that's been in the same family since 1959: "That's quite a responsibility."

A good example of the team's work is a Vespa T5 that's been rebuilt from the frame up using new old stock (NOS) parts. "Only the casings and forks have been refurbished," said Paul. "The rest of the parts were assembled over a number of years, including a NOS frame. It's a time capsule and I believe it's one of the best T5s anywhere."

high-sided the scooter and, on landing, broke my neck." Months of recovery followed and although Paul could have been forgiven for hanging up his leathers it only made him more determined to succeed. He moved on to sports bikes where he enjoyed some success before settling on drag racing, a sport he describes as "like shovelling money into a bottomless pit". His passion has been funded by success in business and motorsport.

### Back to small wheels

Throughout his career Paul retained a soft spot for scooters, monitoring the scene and keeping in touch with old friends. About a year ago he heard that one of those contacts, Nige Jenkins, was looking for a job. "I've worked with a lot of mechanics," said Paul, "and Nige is one of the best. He's worked at several dealers over the years and his reputation means that he's

always been busy. I'd been thinking about establishing a scooter workshop in the area for a while but it was Nige's availability, along with the help of several old friends that made it possible."

Together they created DMC from scratch. The intention was always to provide first-rate workshop facilities so an industrial unit was the obvious choice. "The unit was completely bare when we took it over," explained Paul. "As we didn't inherit a layout we've been free to create our idea of the perfect working space."

### Full service

Having been established to cater for the needs of local enthusiasts, Paul is keen to offer the widest range of services. In addition to routine maintenance and repairs, DMC also offers full restorations, tuning, dyno work and retail sales. "We're currently building up our spares department but are very pleased to have



On-site vapour blasting.





## DYNO DEN

“One of the facilities missing in this part of the country was a scooter-friendly dyno,” said Paul. “The industrial unit not only means we can operate without offending our neighbours, but it also gave us the opportunity to create an ideal space.” While many dyno rooms are cramped affairs, the one at DMC is spacious and, in

keeping with the desire for openness, has a viewing window. At its heart is an American-built Dynojet. “We’ve worked with them for some time and have been impressed with their accuracy and support. The importers are based in Preston and won’t let anyone use their products without them being fully trained.”

been appointed as a Scomadi dealership. I may be a two-stroke junkie but I really like the Scomadi and modern four-strokes are an important part of the current scooting scene. We’re keen to welcome owners of all marques whether their budget extends to Casa Lambretta or is restricted to eBay!”

As Paul explained, a hallmark of DMC is transparency. “It doesn’t matter if you’re a first-time buyer or an experienced rider, it’s important to have trust in the people who are working on your scooter. For that reason, the workshop is always open to inspection. We’re a new business and people want to see what’s on offer. I invite them to come and meet us, you won’t be disappointed.”

## Scooters and scones

There’s no doubt that DMC has all the makings of a successful start-up. It may be a new name but the expertise behind it is considerable. The team is always pleased to welcome visitors, no more so than on one of DMC’s regular open house days. These are held on the first Saturday of every month and more information can be found on the Facebook and Instagram pages. If scooters weren’t enough of an incentive to visit they’ll even put on the kettle and slice a few cakes!

**Visit:** Facebook: DMC Scooter Centre & Instagram: dmc\_scooter\_centre

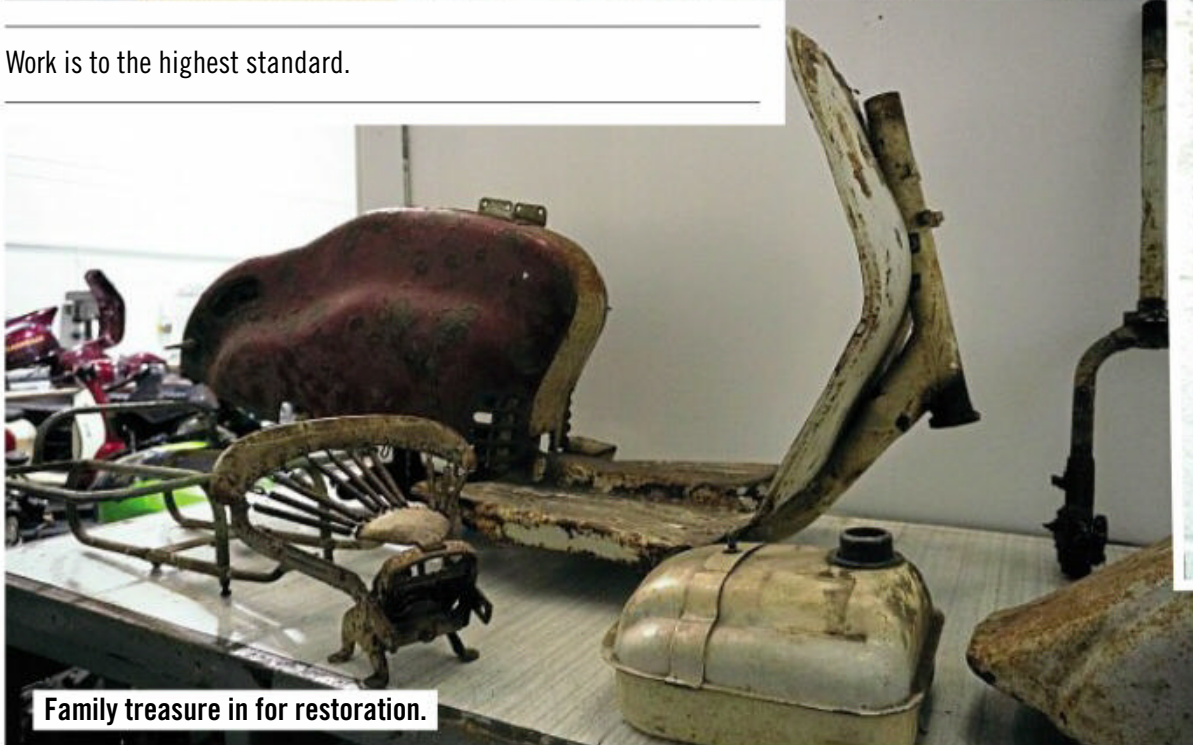
**Words and photographs:** Stan







Work is to the highest standard.



Family treasure in for restoration.

“ It doesn't matter if you're a first-time buyer or an experienced rider, it's important to have trust in the people who are working on your scooter. For that reason, the workshop is always open to inspection. ”



Off-the-shelf consumables.



## TEAM BUILDING

Although Paul acts as host and frontman for DMC there's a much larger team behind him, including his wife Sara, who takes care of the all-important admin and daughter Charlotte, a business graduate who, among other tasks, looks after DMC's marketing and social media accounts. For

spanner work Nige is ably assisted by Macca, whose main responsibility is operating the all-important MoT bay. Paul's also very keen to say thanks to everyone who's helped to set up DMC. Without their input, help and involvement it wouldn't have been possible.





# Kelv's KILLER YPVS







It's not the first time a Yamaha engine has been fitted into a Lambretta. This one, though, might be one of the best engineered?

**F**itting a Yamaha 350 YVPS engine is nothing new – in fact the idea is 30 years old now. Most who read this magazine can remember the Alan Rosser attempt to manufacture them commercially. It's been well documented here before and the outcome wasn't something he or anyone else ever expected. The problem with doing this kind of conversion is it's pretty complicated to get right. Many engineering obstacles need to be overcome and that is probably why the Rosser idea failed. He had a great deal of teething problems that were never really sorted. Those attempting the conversion now aren't trying to do it commercially so have more time and less pressure to do the job right.

### Divine inspiration

Kelvin Bonarski is no stranger to the world of scooters; in fact his interest goes all the way back to the 1960s. Though his first scooter was a Vespa, it was the Lambretta he really wanted.

Financially he couldn't afford it though, so set about tuning the Vespa instead. Coming from an engineering background, Kelvin has always been happy to do his own work on scooters. It was while reading an old article on the Rosser YVPS that the idea for this project came about, possibly some sort of divine inspiration. It wasn't so much that Kelvin thought he would like to

The finished article. Perhaps if the conversion had been done like this in the first place it would have sold well.





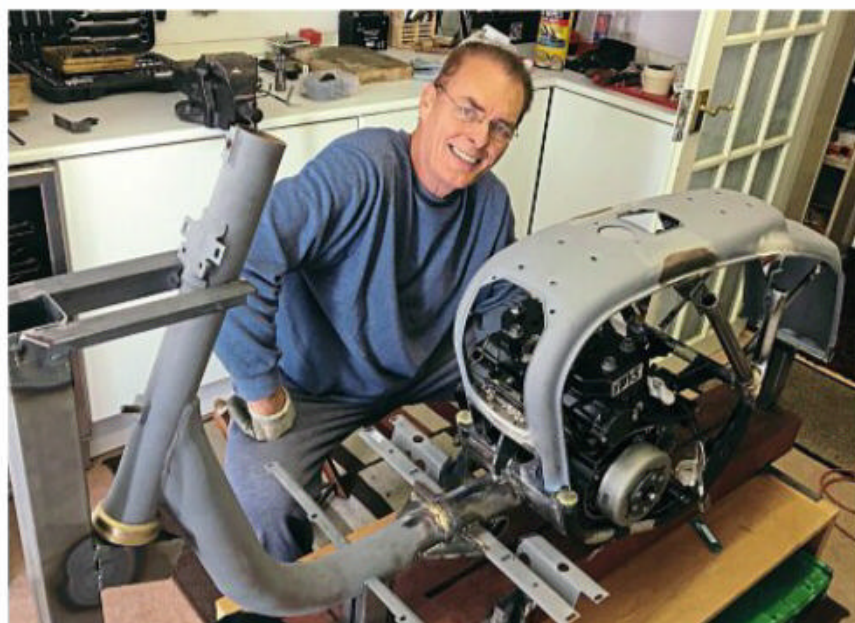
The engine in its cradle and with a shortened swing arm offered up to the Lambretta frame.



The triangulated supports which help strengthen the engine cradle are very well executed.



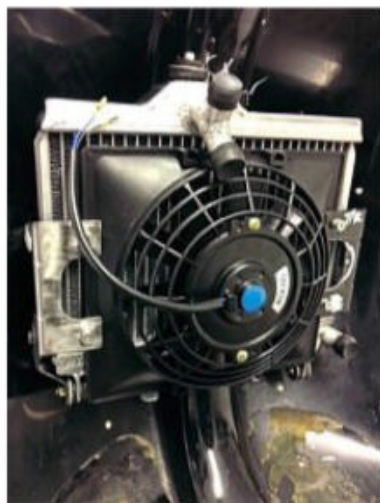
The Yamaha YVPS 350 engine was groundbreaking when it was first launched. The designers probably never thought one day it would be fitted into a Lambretta.



Kelvin is all smiles now it fits perfectly. The re-welding and straightening of the frame tube can be seen just in front of the stand strut.



Now fully enclosed in the vented toolbox while all the instrumentation sits on top.



The single radiator with its fan in position ready for the toolbox to go around.



The front leg shields with the symmetrically cut out grilles for cooling.



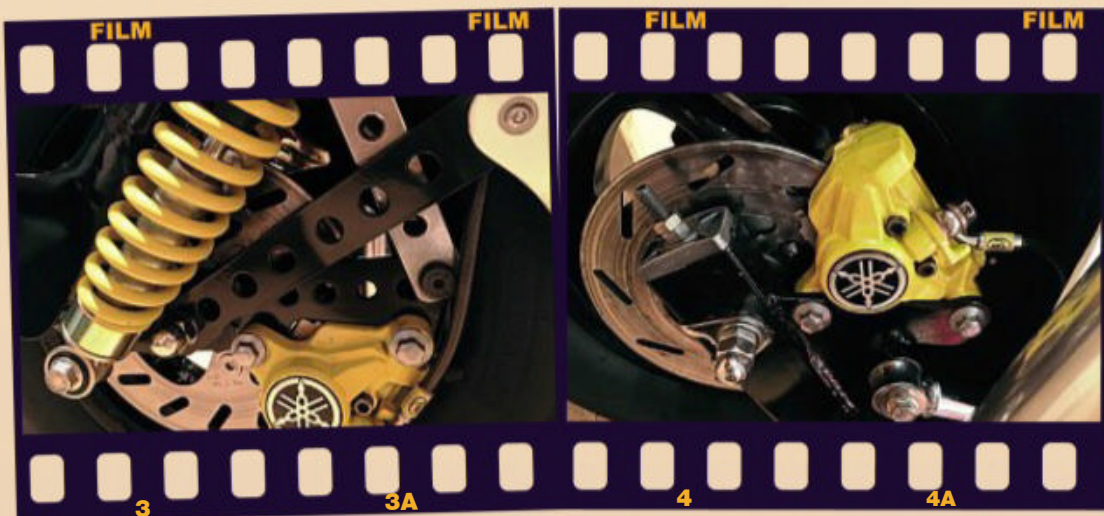


With everything put back together the level of Kelvin's workmanship is clear to see.

Just enough clearance for the exhaust, the tank can be seen just underneath the top shell.



All the instrumentation neatly laid out with the radiator cap on the right-hand side.



have a go at the idea; more that he knew he could make a better job of it.

With this in mind, he set about the project, first picking up a Spanish Jet frame on the cheap. That was the easy part; finding the engine would be far more difficult. Production of Yamaha YVPS 350 had finished back in the 1980s with a limited amount being carried on in Brazil into the early 1990s. It was the latter version that Kelvin managed to obtain, an unfinished restoration which was ideal to use. The engine was separated from the frame and after stripping down was found to be in good condition. Kelvin still gave it a full service and overhaul but was pretty confident he had bought a good example.

## Hacksaw merchant

Usually, it's when someone is cutting down a Lambretta frame that people say 'don't do it'. This time it was different as the Yamaha frame would need the hacksaw treatment too. The engine cradle would need to be cut away from the mainframe. Though it broke Kelvin's heart to do so there was no real alternative other than to sacrifice a rare Yamaha. The top shell of the Jet frame was then cut off so the fabrication of getting the Yamaha engine cradle to fit could take place.

Kelvin started off by making a jig for the Lambretta frame to make sure it was kept in line. This was essential as the main tube would require cutting in half before being grafted to the

## SCOOTER SPECIFICATIONS

**Scooter model:** 1966 Spanish Jet Series 3 LI150.

**Date purchased & cost:** 2017 – £235 for the frame only frame no. -150LI-303625-

**Inspiration for project:** Reading an old article on the original Rosser build back in 1991 and thinking I can do better than that!

**Time to build & by who:** 1½ years, and built completely by myself.

**Any specialised parts:** Every part was specially made by me including engineering the wheel hub attachments and anti-dive system.

**Motor & chassis:**

**Engine:** 1992 Yamaha 350cc YVPS – LC.

**Bore & stroke:** 64mm x 54mm.

**Power:** 59bhp @ 9000rpm.

**Torque:** 36.2ft-lb @ 9000rpm.

**Carbs:** 26mm power jet Mikuni.

**Transmission:** 6-speed wet clutch.

**Chassis:** Steel frame, twin-loop, bolted to modified Lambretta hoop and front-end chassis.

**Brake discs:** Piaggio discs 1.

**Brake calipers:** Yamaha Twin piston calipers front & rear.

**Wheels:** Piaggio Typhoon 50 front wheels 120/90-10 modified front & rear.

**Weight:** 155kg.

**Top speed:** 120mph.

**Describe engine performance, power delivery and scooter handling:** 59bhp @ 9000rpm – handles like a dream and if you're not careful will lift the wheel in third gear when the power valve kicks in.

**Are there any other unique details we have missed?** I have a history folder and pictures of the build and have written a few lines at the start of the file – hopefully it explains everything about the build.

**Top speed & cruising speed:** 120mph – haven't taken it to the max but have achieved 90mph. Anything over will need two pairs of underwear!

**Is the scooter reliable:** Absolutely and fabulous to tour on.

**Paintwork & murals done by:** OSC in Chessington – a fantastic job.

**Is there any powder coating:** The frame, the swinging arm, radiator brackets and front forks.

**Overall cost:** Difficult to say, but about £5000.

**Hardest part of the project:** Every fabricated part needed to be worked out before being completed and the wiring was the hardest connection – the Yamaha rear end to the Lambretta front end.

**Any advice or tech tips:** Think before you start and make sure you can finish it without losing interest.

**Is there anyone you wish to thank:** Only my wife for putting up with me through the difficult parts of the build.



## OWNER DETAILS

**Name:** Kelvin Bonarski.

**Job:** Engineering consultant.

**First interest in scooters:** 1966.

**First scooter:** My first scooter was a Vespa 150cc VS, although I really wanted a Lambretta SX200 but couldn't afford one, so I opened the ports, skimmed the head and fitted a larger carb...

**Favourite scooter model:** Lambretta SX200 – 1966.

**First rally or event:** I usually go to Box Hill whenever there's a rally and just join in.

**How did you get there:** Yambretta RD 350.

**Funniest experience with a scooter:**

Riding to Hayling Island at 11pm, slightly drunk and slept on the beach as it all sounded a good idea at the time... but it was really the worst night's sleep I've ever had!

**What do you like about rallies:** I like the camaraderie.

**Most useless part you've ever bought:**

Back in the 60s, a tiger tail – and I tied it to my aerial! What a pr\*\*k!

Yamaha section. Once this was done, two extra support struts were added in rather than just relying on welding around the circumference of the tube itself. Also because an extra piece of tubing was required to get the original length of the Lambretta back to where it should be. With the two different frames now one piece, the swing arm for the engine was shortened to get it inside the dimensions of the Lambretta frame shell. The final thing left to do in this section was make up a series of struts to bolt the top shell to the Yamaha engine cradle, carefully measuring each one up and using the triangulation theory to connect them together while at the same time making it strong enough.

### Heating up

The next stage was to work out where the radiators and all the necessary pipework would go for the cooling system. The radiator was a single-piece item and needed to sit on the inside of the leg shields. This could be conveniently housed in a custom-made toolbox. The top could then allow access for the radiator cap and house all the dials and switches

to run everything. By the time all the components were in place including the wiring, there wouldn't be much room so Kelvin had to work everything out precisely.

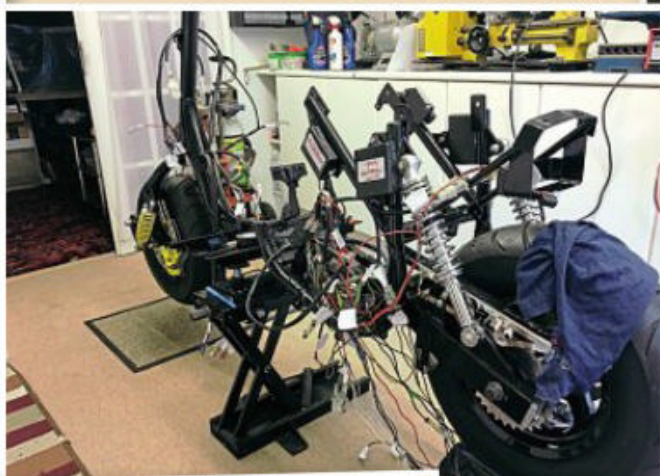
If that sounded difficult the next step was to cut the leg shields out so the radiator could be cooled. Not an easy thing to do as the holes needed to be symmetrical on both sides to look good. The added problem is they're on a curve and there are no real pointers or marks to work from, similar to fitting a set of Pathfinder lights. Kelvin cut out two identical kidney shapes and then secured a fine mesh on each one to prevent anything bouncing up off the road and hitting the radiator. The toolbox door at the back was also vented, allowing air to circulate fully.

### Doing everything twice

The problem with doing a conversion like this is everything including the engine, radiators, swing arm, etc. needs to be fitted in place to make sure the rest of the bodywork such as the footboards and side panels can be cut out correctly. Other items such as the water pump, the







“ The problem with doing a conversion like this is everything including the engine, radiators, swing arm, etc. needs to be fitted in place to make sure the rest of the bodywork such as the footboards and side panels can be cut out correctly. ”

electrics and wiring loom also need to be in place in case any more fabrication is required. Alterations at this stage are far easier than when everything is painted.

The front forks were altered to incorporate the front wheel from a Piaggio Typhoon. The traditional internal fork springs were removed and outer ones fitted instead. Along with an anti-dive system, this gives the front end much more stability. It must be remembered when finished it will be far heavier and put more force on the front end under heavy braking. The rear wheel was also taking from the same scooter and machined so a 30-tooth sprocket could be fitted, while on the opposite side a Yamaha disc and caliper were added after modifying them. With all the running gear now in place, it finally started to resemble the finished article.

### Wiring loom wizardry

One of the last and quite complicated parts was connecting all the electrical equipment. Having to run so many different components, it was made up by grafting the Yamaha one to an existing Lambretta wiring loom. Because more than just the standard Lambretta wiring loom was being used, it was pretty bulky. The usual route down the frame tube also needs to accommodate the radiator hose. To allow room for this, Kelvin fed the wiring loom through the frame tube itself to alleviate the problem.

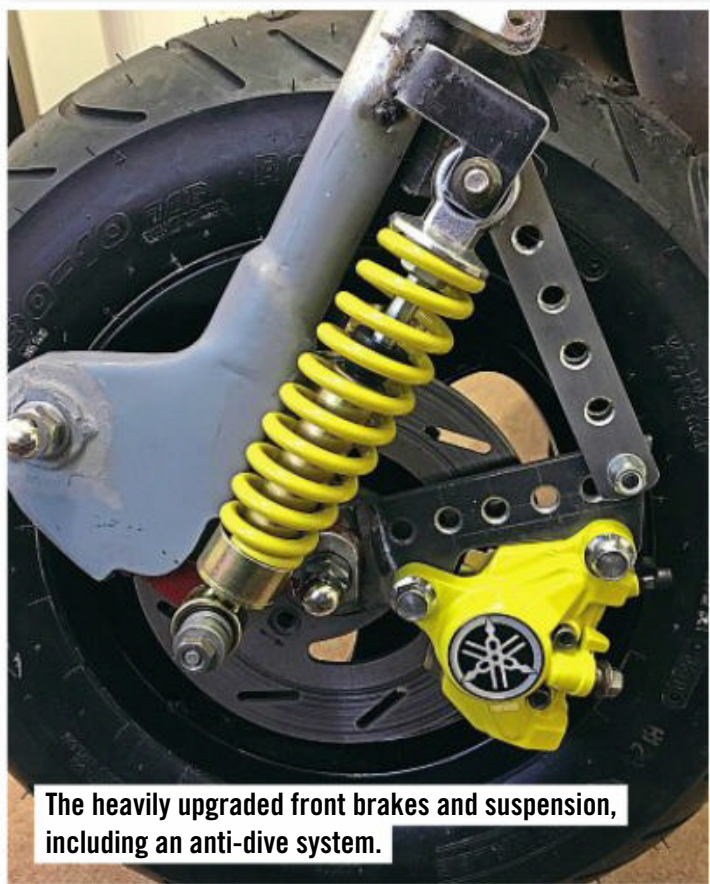
The final piece of the fabrication jigsaw



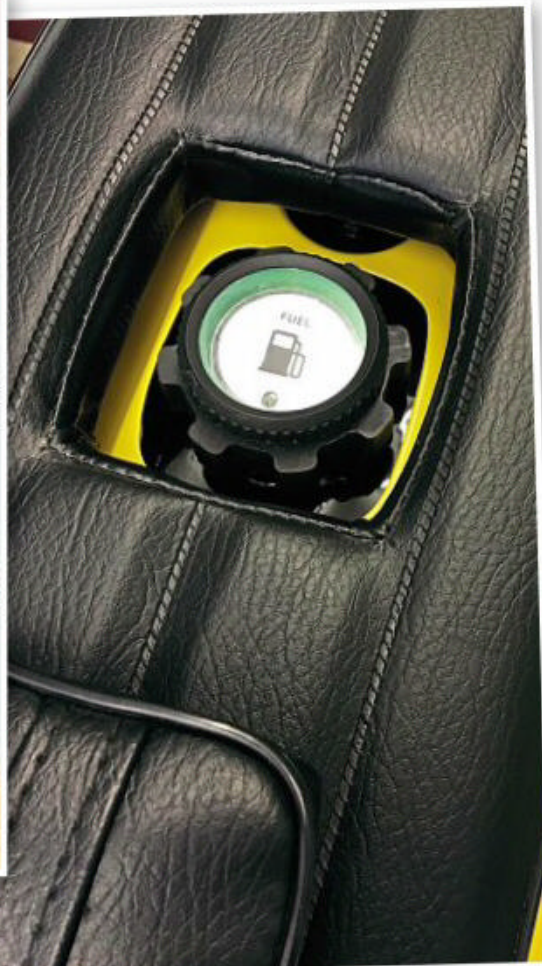
Cutting out the side panels and footboards was essential before the painting stage.







The heavily upgraded front brakes and suspension, including an anti-dive system.



was the making of the petrol tank. This needed to fit in the space left between the engine and the top shell. To get the maximum size and so the largest capacity, it was initially made from cardboard. As Kelvin explained, it is easier to bend and fold cardboard than steel. Once the template was finished it was then copied and made from mild steel. The fuel tap was situated at the very bottom of the tank to utilise its full capacity. Unfortunately, this sits below the level of the carburettors. To make sure the fuel flow was good enough, a fuel pump from a Kawasaki 600 was fitted.

Finally, with the whole machine built, all the fabrication complete and looking exactly how Kelvin envisaged, it was taken apart ready to be painted. Done in the Kenny Roberts colours – probably Yamaha's finest ever servant on a race bike – it then came back to be built for the final time.

### Masterclass

The Yamaha YVPS Lambretta conversion isn't to everyone's taste. Many say it can't be a real Lambretta because the engine is from something else entirely different, while others think it is sacrilege to cut up a frame in this way. When it comes to the Lambretta there are many types of customisation which mean the frame has to be drastically altered. That's the nature of the territory and over the years no one can argue with what's been achieved. When the end product is something as good as this then, in my opinion, it's been well worth it. Not only is it cleverly engineered and well thought out, the overall finish is one of perfection. Though not an original idea, this example shows perhaps how it should have been done the first time around. Kelvin should be proud of what he has created, a real masterclass when it comes to radically modifying a Lambretta.

**Words:** Stu Owen

“ Though not an original idea, this example shows perhaps how it should have been done the first time around. Kelvin should be proud of what he has created, a real masterclass when it comes to radically modifying a Lambretta. ”



A classic among classics.





# All the Gear... Long Term Test

Stan won't review a product until it's covered at least 5000 miles. Here's his verdict on the next batch of long-term test products...

## RST CLASSIC IOM TT 3/4 III WAX JACKET

### What they say

"To celebrate the heritage of the Isle of Man TT, this wax jacket has been designed to be CE Certified while retaining a vintage and classic motorbike look."

### What Stan says

It may lack the cachet of big brand wax jackets but RST's foray into the world of classically styled tunic jackets is built for riding, not posing. Fitted with CE armour as standard and with a shaped cut to the sleeves, this is a supremely comfortable jacket both in and out of the saddle. The matt finished cotton has good water repellent qualities and the Manx tartan lining is surprisingly warm; I've only needed a base layer in the very coldest weather.

### In a sentence

The most comfortable motorcycle jacket I've worn in years, superb value for money and with a style that perfectly complements classic scooters.

### The Knowledge

RRP £169.99

[www.rst-moto.com](http://www.rst-moto.com)



## ULTIMATE EAR PROTECTION

### What they say

"Hearing damage is typically associated with loud music, noise from machinery and even gunshots. Motorcycling, where the rider is often subject to loud noises, can also cause hearing loss or tinnitus."

### What Stan says

It's not often a product transforms the riding experience but Ultimate Ear's custom fit plugs have done just that. I'd been worried that these plugs would take out all the 'safety noise' that's vital in daily riding but that's not been the case. The plugs have reduced wind and expansion pipe volume but still allowed me to listen to how my engine's performing and for other road users. When I forget to put them in I know all about it! These are a custom fit made to order but there are fitting centres nationwide. I used the basic set but there are models to link with bluetooth technology.

### In a sentence

Comfortable to wear, effective in use and best of all no more shouting at your mates when arriving at a destination.

### The Knowledge

RRP £65

[www.ultimateear.com](http://www.ultimateear.com)





## OXFORD STORMSEAL WATERPROOF JACKET AND TROUSERS

### What they say

"Waterproof. Fully mesh lined. Foldaway hood. Arm and wrist adjusters. Water-resistant taped seams. High visibility detailing."

### What Stan says

I've been blessed with fantastic weather this year so although this pairing have travelled around Europe it was the trip to Southport which saw their baptism of fire. I've spent a lot on waterproofs over the years and it's often the most expensive products that have let me down. Not so the Stormseal set, which only gave in after around six hours of riding in atrocious weather conditions. Although they aren't breathable their mesh lining keeps sweating to a minimum and the reflective panels provide reassuring visibility. If there's a downside to this set it's the cut. My jacket was very generously sized but the trousers were surprisingly slim. The one-piece suit definitely isn't for the taller rider.



### In a sentence

Great performance from a mid-priced set of waterproofs, if possible try for size before buying.

### The Knowledge

**RRP Jacket £59.99,  
Trousers £39.99**  
[www.oxfordproducts.com](http://www.oxfordproducts.com)



## RST PARAGON THERMOTECH HEATED WATERPROOF GLOVE

### What they say

"The RST Paragon Thermotech heated waterproof glove has been redesigned to protect in the harshest of wintry conditions. With three heating settings, these RST gloves are the only motorcycle gloves you need to consider during the cold winter days!"

### What Stan says

For those who ride modern scooters there's a host of options for plug-in heating devices, for riders of classics the choice is much more limited and that's where the Paragon glove comes into play. Each glove is self-contained with a removable and rechargeable NiCad battery being contained in the cuff.

Although nothing's going to stop hands getting cold on long winter runs, a pair of Paragons will take off the edge. Where these gloves come into their own are on cold, damp days that seem to sap body heat. The battery lasts for around five hours on the high setting and I managed six hours of torrential rain before the damp broke through.

### In a sentence

Have become my 'go to' cold and wet weather gloves.

### The Knowledge

**RRP £189.99**  
[www.rst-moto.com](http://www.rst-moto.com)





## FURYGAN BLAZER SYMPATEX GLOVES

### What they say

"To go further in all conditions, Furygan has developed a new winter glove. Leather is the traditional material of choice for upmarket gloves, however, it has now been brought into the future by technology used by Furygan to protect against the cold and rain."

### What Stan says

Although the Blazer has recently been updated, I always think it's worth looking at how products perform over time. My Blazers are now entering their third season of use and must have covered

around 20,000 miles but are still fresh. As a mid-weight glove they're still my preferred option and on rainy days will keep out moisture for around six hours. Importantly they'll dry overnight and I've never had problems with the liner detaching on wet days.

### In a sentence

I've thrown everything I can at these gloves and they still ask for more.

### The knowledge

**RRP Test gloves discontinued, new glove £109.99 [www.nevis.UK.com](http://www.nevis.UK.com)**



## RST RIDER GLOVE

### What they say

"The Rider is a fantastic value lightweight hybrid-synthetic glove, boasting a detailed stitching design, and a memory foam knuckle and palm reinforcement. Styled to complement the Rider jacket and a great city or lightweight option."

### What Stan says

A good pair of summer gloves are worth their weight in hybrid-synthetics and RST's Raid are quite simply the best summer glove I've worn in years. For the price they're incredible value and have a very high specification. I haven't a bad word to say about them.

### In a sentence

Still wearing string back driving gloves? Good luck in A & E.

### The Knowledge

**RRP £24.99**  
**[www.rst-moto.com](http://www.rst-moto.com)**

## AGV SPORTMODULAR HELMET

### What they say

"Entirely built in carbon fibre (shell and chin), this specific structure achieves the same protection performance of MotoGP's Pista GP R in an incredibly lightweight construction, combining the highest levels of comfort and safety. Designed to offer 190-degree horizontal view as the human eye capability, SportModular has been conceived in the wind tunnel for superior quietness, aero stability and ventilation."

### What Stan says

I'm a big fan of AGV helmets, their fit, comfort and safety ratings are among the best in the world. This is my second season in the carbon fibre Sportmodular and I've ridden it in all conditions from

snow in Lancashire to searing heat in Saigon. At 1295g it's one of the lightest 'flip front' helmets on the market yet it still incorporates effective ventilation and a flip-down sun visor. Next year sees a new range of colours and there'll be a special promotion featuring the integral intercom. I've found that the lining 'gives' with wear so pick your size carefully.

### In a sentence

Class leading 'flip front', not a cheap helmet but if you value your head....

### The Knowledge

**RRP £599.99**  
**[www.agv.com](http://www.agv.com)**






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An Englishman in Milan.

# TALKIN' TARGA

When the history of Lambretta is written Tino Sacchi will deserve a chapter of his own but, as Stan discovered, it's an Englishman who's responsible for daily business.

**B**ump into Tino Sacchi at a rally, event or trade show and chances are that Tim Boardman isn't far from his side. A scooterist since his teens and fluent in three languages, Tim has an enviable CV – but how does an Englishman find himself working alongside one of the most passionate Lambretta enthusiasts in the world? Intriguingly the answer lies with one of the most famous rallies of the 1980s, Dunbar.

"I went to school in California," began Tim, who is, incidentally, one of the few people I've met who's impossible to place by his accent. "My parents brought me home one summer to visit relatives and by pure chance we passed through Dunbar on the weekend it hosted the scooter rally. I was instantly and irretrievably hooked. When we got back to California I quickly found my first Lambretta, but more importantly I discovered a community of like-minded people, most of whom I'm still friends with today."

While most *Scooter* readers were spending weekends at wet British seaside

resorts, Tim and his friends were riding the Pacific Coast Highway or heading for San Francisco. "They were halcyon days," said Tim, "but eventually work beckoned." For Tim this was a career at the higher

end of the automotive industry which included time spent at Audi, BMW and Aston Martin. "It was a fantastic life but with good money comes responsibility," said Tim. "I'd met Tino through our







Targa barrels are cast separately.

mutual love of Lambrettas and we got on well. In one of those happy coincidences my wife and I decided that it was time to slow down a little just as Tino was looking for an assistant. We moved to Italy three years ago and haven't looked back."

### Not working nine to five

When asked what a typical day looks like Tim laughs: "There's no such thing as a

typical day working with Tino. I may come into the workshop expecting to deal with some stock and find that Tino's had overnight inspiration. Everything stops until that's been talked through, mapped out on paper and perhaps even mocked up in the workshop. Tino's driven by the desire to make the world of Lambretta owners a better place to live in. Whether that's an oil plug with an optic glass or the

flagship Targa Twin, each receives the same amount of attention."

This isn't my first visit to Tino's headquarters but I'm still struck by its unique layout. Unusually there's no large warehouse but rather a series of storage facilities that contain Tino's own collection of scooters, a selection of new old stock parts, components awaiting dispatch to dealers around the world and of course the development workshop. "My main job is to liaise with our dealers and ensure orders are dispatched on time but as time's gone by I've become more involved with the product side of Tino's work," Tim says. "Every Targa Twin now passes across my bench and more often than not I'm the one to test ride them before they're crated and dispatched."

### Targa 'tastic

The main purpose of my visit was to discuss our Targa project but my first question was why creating it became such an obsession for Tino. "The factory twin

## EVERGREEN

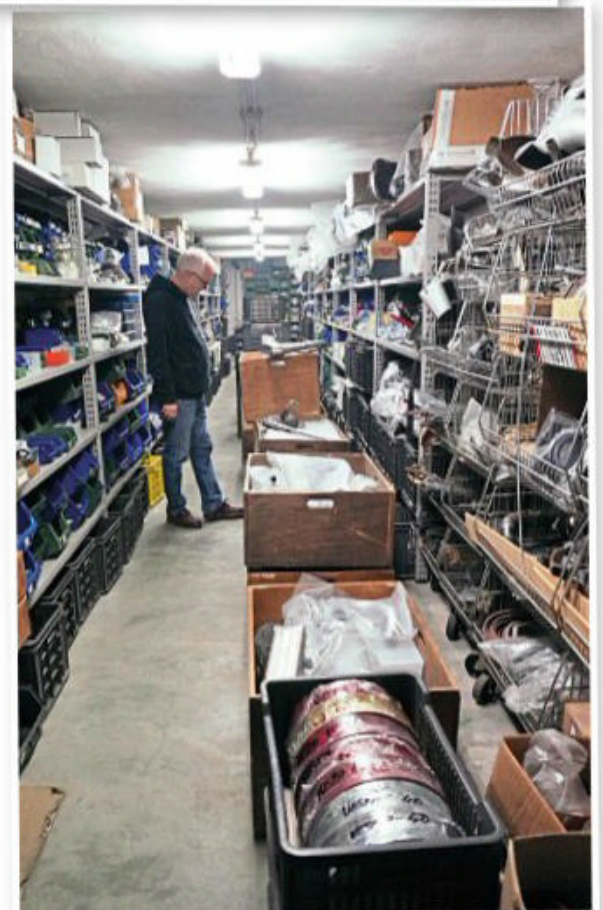
One name that's recently appeared on dealers' shelves is 'Evergreen.' As Tim explained this is an emerging brand from Tino's stable. "People associate Tino with performance product such as the Monza range of kits and of course the Targa Twin engine. These have spawned various accessories ranging from shock absorbers to engine furniture but that's only part of Tino's range. For years Tino has remade hard-to-obtain products such as disc brake fork links and the Evergreen range is the brand under which they'll be sold. I have to stress that Tino's never been content to slavishly follow factory drawings, he's always looking to make things stronger, lighter or easier to use. In addition to time and money Tino invests a huge amount of emotion into his products and it's frustrating when we see copies being manufactured. I suppose we should feel flattered but I've handled plenty of the 'tribute' parts and I've yet to find one that matches the quality of those we sell."



Pride of Tino's collection is this Lambretta-powered racing car.



Tim testing a Targa before dispatch.



Just part of the stock room.





Tino surveying part of his collection.



Ever wondered how a Targa Twin crank goes together?



It all started with scaffolding.

“ The first engines were non-reed valve 250s but we’ve never stopped developing the motor. Some dealers say no two are alike but I don’t think that’s strictly true! We’re currently producing 275cc reed valve engines and fitting the AF Clo5e gearbox as standard.

”

was the great white whale of the Lambretta world,” began Tim. “Everyone knew the legend but only when the prototype was discovered did it become real. Although Tino didn’t secure the scooter he did manage to obtain the factory drawings. It’s fair to say he became consumed by creating a production version. Not many people know that its name comes from the fact that he sold his pride and joy, a 1973 Porsche Targa, to fund the project. His twin resembles the factory prototype but differs in several respects, notably the engine mounts. On the prototype these were similar to those on the Series 1 TV; Tino moved these so that the Targa Twin would fit into a standard frame. The first engines were non-reed valve 250s but we’ve never stopped developing the motor. Some



Upgraded clutch unit.

## UPGRADES

Thanks to Tim our engine is to gain Tino’s new 10-spring clutch. Fitted with nitrated plates this is a much improved design and can be retrofitted to all Lambretta motors. Also going into the crankcase is a revised chain tensioner that has a broader face, offering much smoother passage for the chain.



dealers say no two are alike but I don't think that's strictly true! We're currently producing 275cc reed valve engines and fitting the AF Clo5e gearbox as standard. I think the best upgrades for your engine are the new clutch and chain tensioner. Other than that it's just a question of being methodical – if I can manage it I'm sure anyone can!"

**Words and photographs:** Stan



Nikasil lined LD barrel.



LD exhaust, fresh in stock.

## OLD SCHOOL

Tino's fertile mind is also applied to older models. A recent development for the L/LD 125 is a 150cc Nikasil-plated barrel and piston set. It won't transform the engine into a fire-breathing monster but will provide a much-needed boost to performance.



Tino's stash of NOS parts.



Where the magic happens...



Tino, man behind the Targa Twin.





# VIETNAM CLASSIC SCOOTER TOURS 2020

Due to the interest we have had again, we are offering two ride options for this year

## #1 Mekong Delta Tour

April Sunday 4th - Sunday 18th 2020

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Distance : Approx 1500km's

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\*Limited places of 12 riders.

Level of driving skill : **Experienced \*\*\***

There are no guarantees of doing a road trip here that the agenda will be easier or more difficult than previous years. The driving conditions here at best are challenging. Also daily distances achievable are not to be underestimated. A long 8-9 hour day here is only 200km's and that's hard work. The above tour is less demanding for sure and we head south through the Mekong Delta area and follow the east coast down to Phu Quoc Island. As usual we will be off the beaten track and with this ride also focussing more on some beach R&R as well as some scenic scootering and taking in national parks, floating markets, ancient temples, mangrove forests, great food, boat trips and stunning beaches.

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Finishing point : Hoi An - Central Vietnam

Distance : Approx 1750km's

Scooters : 6 x Lambretta • 6 x Vespa

\*Limited places of 12 riders.

Level of driving skill : **Demanding \*\*\*\*\***

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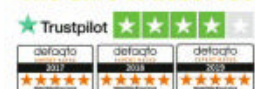
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# Go Wild In IRELAND

When *Scootering* was invited to sample the delights of Ireland's Wild Atlantic Way, Stan jumped at the chance. This is what he found.

**A**s its name suggests, the Wild Atlantic Way stretches for 1553 miles (2500km) along Ireland's Atlantic Coast. Starting in County Donegal's Inishowen Peninsula, it passes through nine counties and three provinces before ending in County Cork on the Celtic Sea coast. En route there are 157 discovery points, 1000 attractions and more than 2500 activities. If that sounds like a big trip, it is and our invitation was to sample the route's northern section.

“Ireland is a beautiful country, full of stunning scenery and cultural riches but it's also bigger than the map suggests. Unless clocking up miles is the aim, the slog across country from the ferry port is just that.”

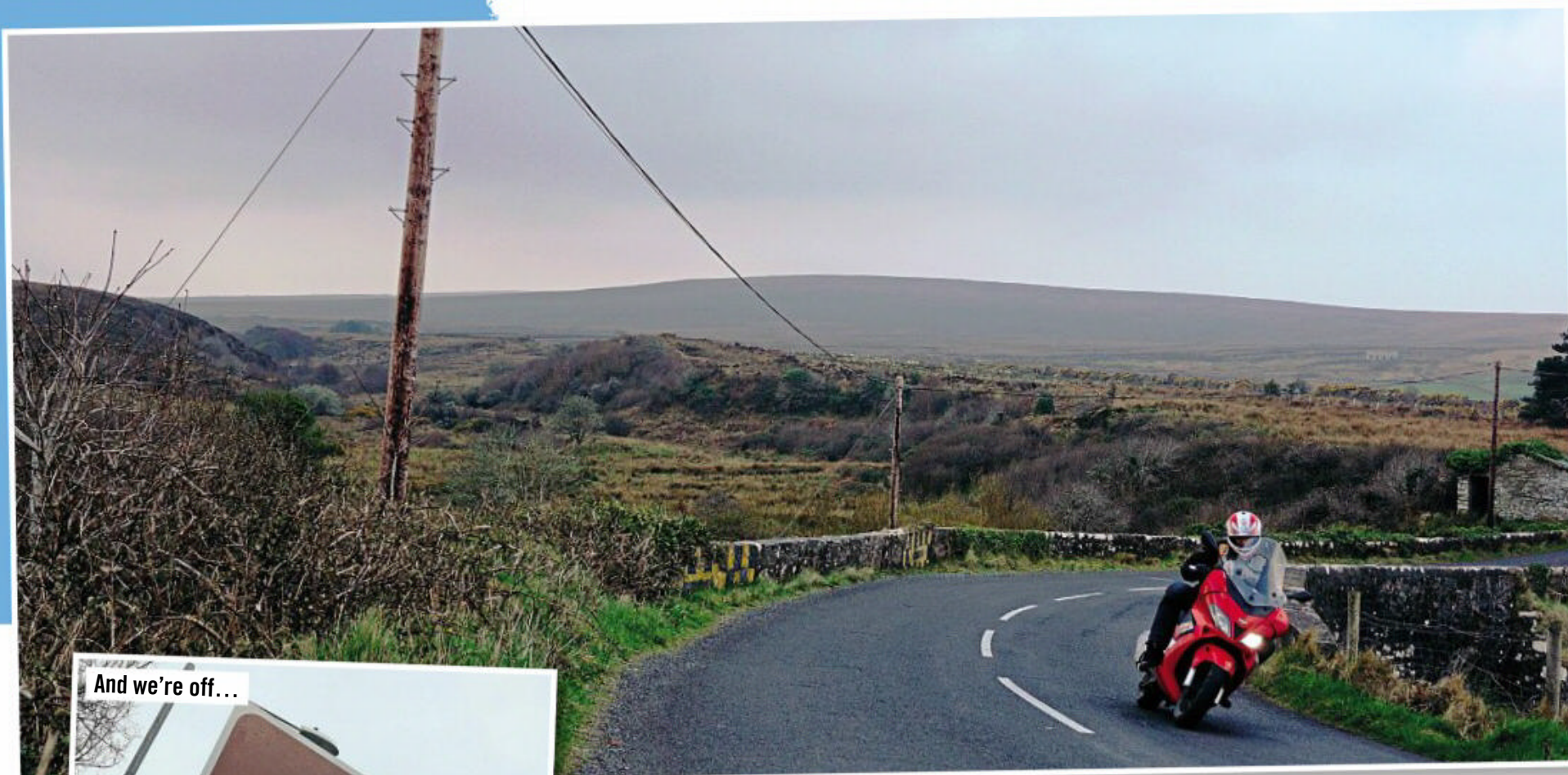
## Rough start

Although our first night was spent at the superb TownHouse in Ballyliffin, the Wild Atlantic Way starts properly in the town of Muff. Other than giggling at signs and taking in our first bowl of fish chowder, there was little to detain us here and, with petrol tanks filled, we began our Irish odyssey.

I'm certain that the Inishowen east coast road offers stunning views but the ever-deteriorating weather conditions on our first day meant that they were hidden from view. After a few miles of being







And we're off...



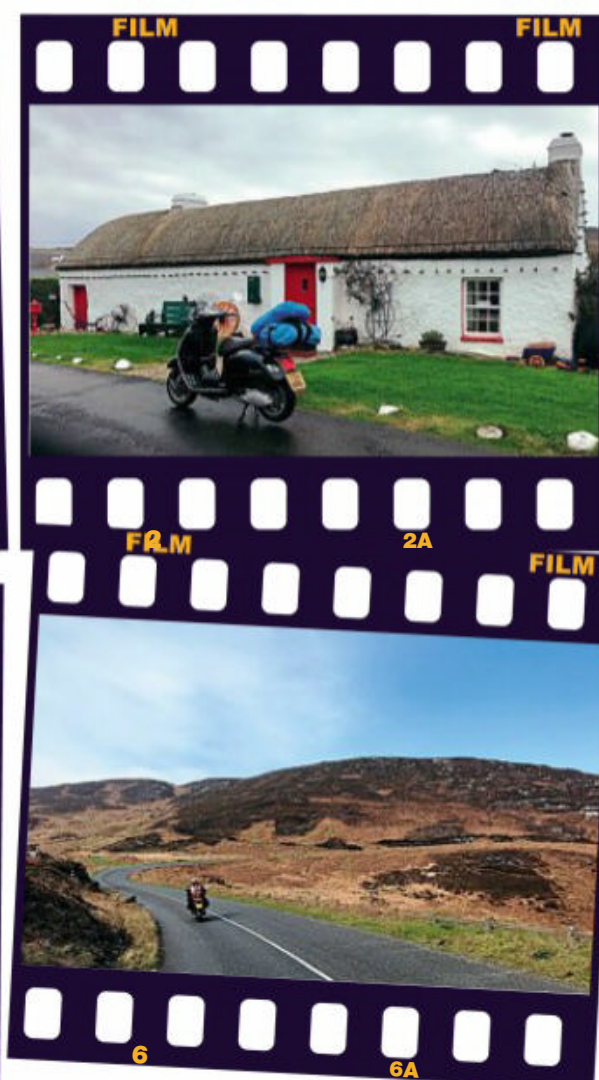
stuck behind a quarry truck I'd had enough and took the next turning west, hoping the satnav would eventually redirect us to our first stop at Malin Head. Anyone with experience of riding in Ireland can guess what happened next – I'd stumbled upon our first boreen.

To be classified as a boreen, a public road must be too narrow for vehicles to pass and have grass growing in the centre. Although it started well enough, the road I'd chosen soon become the most boreen of all boreens. At least it proved that the Vespa's ASR (traction control) function is more than a gimmick!

“ Before smelling a drop of the Atlantic Ocean I'd ridden almost 300 miles and that was only the outward leg.”

### Take it Easy Rider

Regular readers will know that I'm no stranger to long-haul adventures but some of the road conditions in Ireland were among the most challenging I've faced anywhere. Many main roads are little



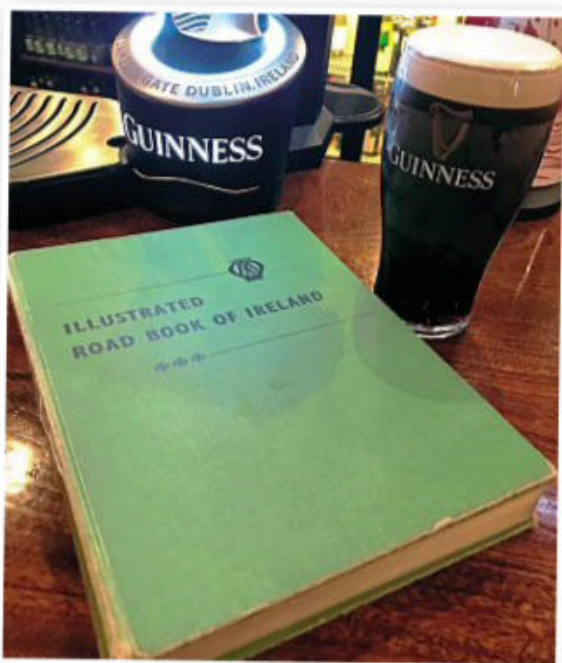


## THE 'V' WORD

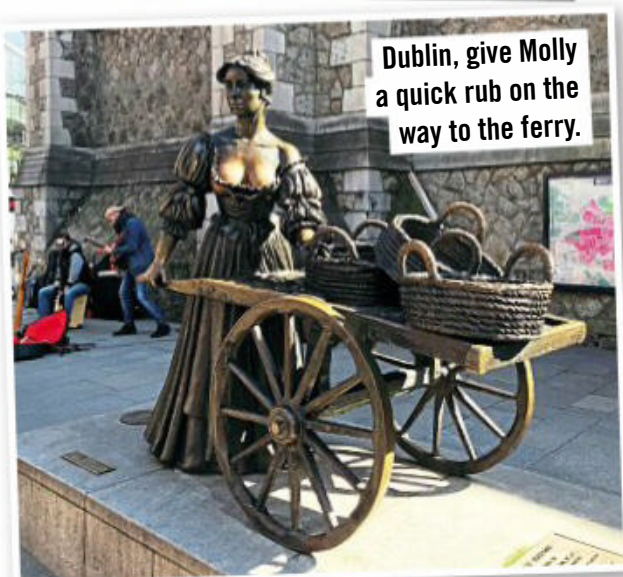
Few mortals have the time, or money, to ride the WAW in one trip and unless home is on the doorstep of a ferry port there's a lot of travelling before even reaching the WAW. For that reason I'm going to make a suggestion that surprises me and will no doubt raise a few eyebrows. Take a van.

Ireland is a beautiful country, full of stunning scenery and cultural riches but it's also bigger than the map suggests. Unless clocking up miles is the aim, the slog across country from the ferry port is just that. The shortest possible distance is 70 miles from Belfast to Muff, enter through Dublin and that distance doubles. Before smelling a drop of the Atlantic Ocean I'd ridden almost 300 miles and that was only the outward leg.

Of course this can be done on a classic scooter, the 'Classic Scoot 500' proves just that. For me the question isn't whether it could be done but whether it should be done. My advice is to club together, throw a few scooters into a van and crunch the miles to somewhere like Ballina in a couple of hours. Then pick a good hotel, select some points of interest and take a few day trips free of luggage. Stop at little restaurants, enjoy the hospitality, take in the scenery and relax. Do that and suddenly the WAW ceases to be a test of endurance and becomes one of the world's most rewarding two-wheeled experiences.



It's inevitable....



wider than a single carriageway and blind summits followed by a sharp turn are common. Throw in a delaminated tarmac surface, add some wandering livestock, then sprinkle the surface liberally with dung and the result is an environment designed to trap the unwary rider.

For these reasons I'd advise against trying too hard and take a tip from the Irish – slow down, enjoy the scenery and

let life run its pace.

Over the next few days we made our way south, passing through scenery that I never imagined could be found so close to home. The WAW is designed to draw tourists off the beaten track and following every signpost is guaranteed to result in scenery overload. It's far better to do a little homework, or preferably ask a local where the best places to visit are.



## WE STAYED AT

Changing bases every night isn't for everyone but it's an inevitable part of touring and something I enjoy. During our trip the Tourist Board had arranged for us to sample everything from spotlessly clean portable building-type lodges at the Rusty Mackerel Pub in Carrick, to Country House opulence in Rathmullan.

Each had its own charms but the stand-out locations were the TownHouse in Ballyliffin and Great National in Ballina. The TownHouse is a recently refurbished hotel with a lively bar and superb breakfast. Judging by the hen party that arrived just as we left it's also

a popular spot for groups.

The Great National would make the ideal base for exploring the countryside around County Mayo. Although it's on the outskirts of town, the Great National has a superb restaurant and spa facilities. The latter point may seem like an irrelevance to scooterists but on any trip to Ireland it's worth having a wet weather plan. If that's to ride anyway, fine. If not, it's nice to know there's an alternative beyond sitting in a B&B room watching daytime telly and waiting for the pub to open. It's also a good way to entice any non-riding partners along on the trip.





Muff, so many jokes, so little time.



Just follow the signs.



## COUNTRY MILES

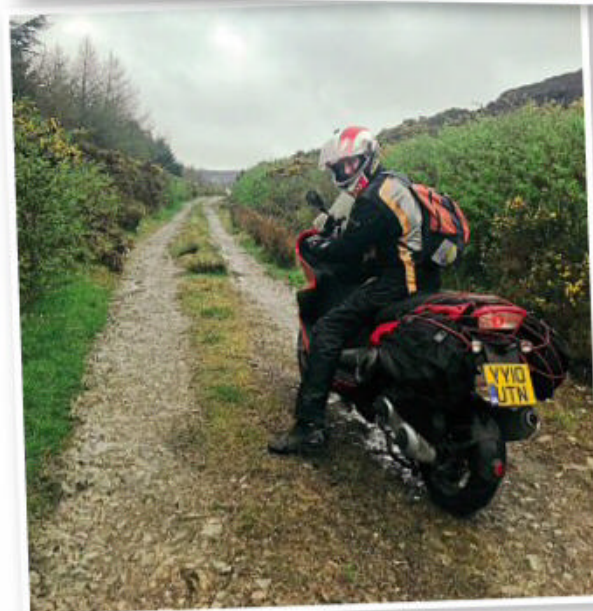
When planning a trip along the WAW, my tip is to use an app that estimates time, not just distance. We'd planned to travel 150 miles a day but road conditions meant that we were often taking more than an hour to travel 15 miles.

This is stunning countryside but the roads aren't fast and constantly shifting gears will see fuel consumption rise. Although filling stations can be found at regular intervals, an emergency litre can of petrol will cure fuel anxiety and it goes without saying that a supply of two-stroke oil will need to be carried.



This is Ireland, not the Alps.





## BEST TOURER?

Also riding the route was Brad on his 2010 Gilera Nexus. This wasn't his first choice for the trip but his TS1 and my GTS were never going to be a match made in heaven. Begrudgingly I have to admit that the Nexus was more practical than the GTS. Thanks to its tank capacity I was filling up three times for every one the Nexus required. The high screen and fairing offered Brad better protection from the elements and its storage capacity also exceeded that of the GTS. It just lacked one thing and I never thought I'd say this of an auto. My GTS simply had more soul.

Among our highlights were Horn Head, where the approach roads could have been in the Alps, and Downpatrick Head, which has to be one of nature's greatest wonders.

Like many scooterists I'm constantly searching for new experiences: Croatia, Vietnam, Germany and Italy have all passed beneath my wheels. Riding the Wild Atlantic Way made me realise that it's possible to find genuine adventure much closer to home. It's an experience I'm determined to repeat soon.

**Words and photographs: Stan**

Downpatrick Head, worth the trip on its own.







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# Scootering Words & Sounds

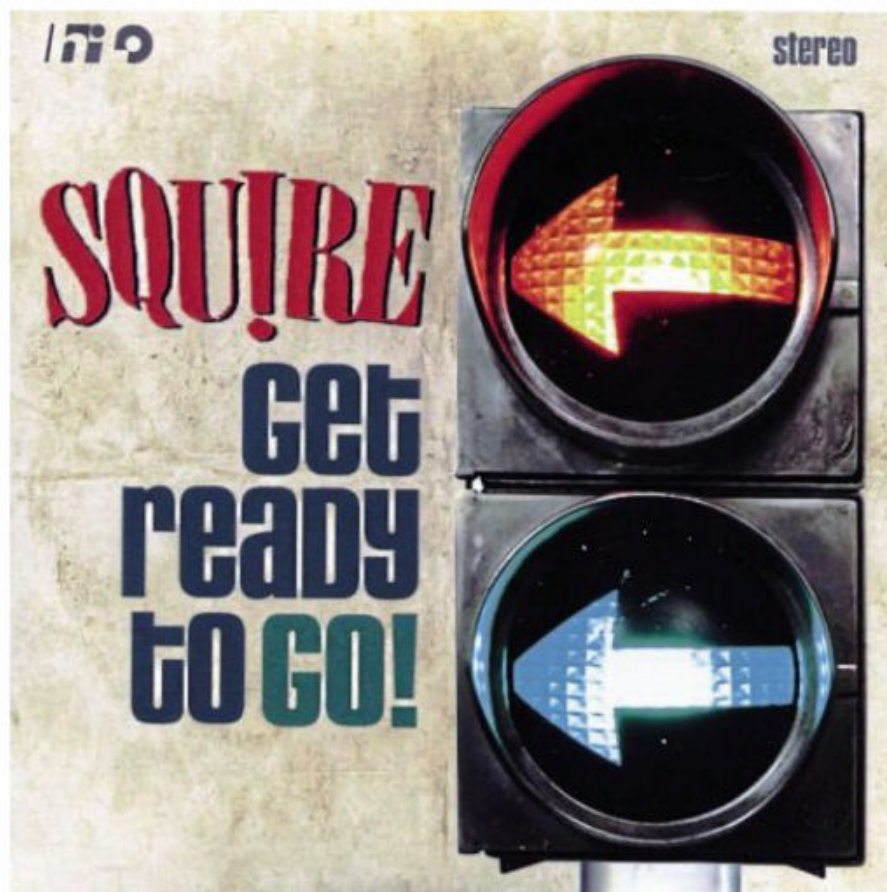
Contained in music somehow more than just sound...

## **The Launchers** – *The Leader* (Island Farm)

The Launchers' debut draws together a wide selection of sounds. Listen carefully and among the obvious reggae, 2-Tone and American ska influences, there are tastes of Motown, of Latin and jazz, of much more than you would find in a run-of-the-mill release. It's actually quite hard to believe that this truly is their opening salvo, so assured is the sound, although this is largely due to crystal clear production from Island Farm, who pretty obviously understood where the group were coming from.

They're not afraid to show their influences, they can be heard right across the album, but they combine them into their own sound, one that sits nicely on these ears. From the opening track, Weapon Of Choice, and its flavour of early 80s US ska and its secret agent obsession, through Saturday Night Fever and its very obvious nods to The Specials in its colourful description of nightclub hell, there is an initial trend towards upbeat stomping tracks. The groove quickly changes to the laid-back groove of Cutty Sark – a tune that I can't help but mentally compare to Too Many Crooks' masterpiece Titanic – and Seven Nights. This last one is an interesting and brave cut, in that it almost sounds like a follow-on to Madness' under-rated masterpiece Drip Fed Fred. The debut single from the album, the reggae-laden The Leader, is another obvious highlight, there really is something for everyone who came up through the early Eighties and stuck with the scene. There's nothing of the current trend towards loading the ska rhythm with punk on this album, if anything it's got some very heavy pop tendencies, the sort of album that gives ska a very, very good name. The Launchers. Remember them. If there's any justice, you'll be hearing a lot more from the band.

Nik



**Squire - Get Ready to Go!** – *Hi Lo Vinyl 45*

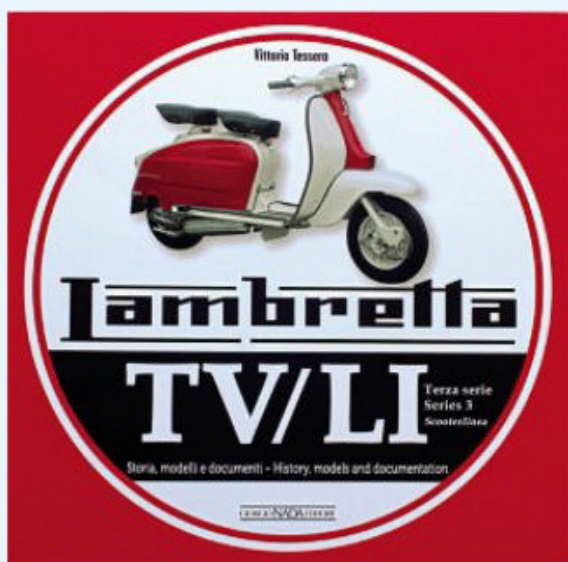
**Squire - Get Ready To Go!** – *Hi Lo CD Album*

The year 2019 marked the ruby anniversary of the 1979 Mod revival and Squire, fronted by songsmith Anthony Meynall, were right there at the vanguard of the revival. Squire were one of the Mod revival bands who appeared live at the iconic Mods Mayday '79 at The Bridge House. One of the first singles released in the '79 revival was Squire – Get Ready To Go, which has been reissued via Anthony Meynall's Hi Lo label, on seven-inch red vinyl, in a picture sleeve, with Livin' In The City on the flipside. Also, an album of the same title, released on CD, vinyl and even cassette tape, has been issued more or less simultaneously with the reissued single. Both sides of the reissued single are featured on the album, alongside a dozen songs penned by Anthony Meynall between '77 and '78, written at a time when he had left school and was looking at a then uncertain future, with dreams and aspirations of 'making it' in a band, with a career as a musician. It's inspired by elements of punk, which was rife at the time, along with mere hints of the art-pop end of the Mod spectrum that Squire would stake claim to just a year or so later. This is the blueprint, the prototype sounds of Squire, which made up in enthusiasm what was light on the more polished, finished sound of one of the Mod revival's earliest proponents. In addition to the early Squire numbers, this album opens with a brand new Squire song, I'm 21, which was debuted on the tour with Secret Affair – unmistakably a Meynall gem that would've sat comfortably alongside all their classic tunes from the revival era. The other 11 tracks are released for the first time ever, more than 40 years after they were recorded by a young, angry adolescent Anthony Meynall. It offers a musical snapshot of what was soon to follow – a slice of Mod revival history – providing an exciting insight into how Squire's sound developed before they embarked on their meteoric rise.

Sarge







Author Vittorio Tessera is one of the world's leading authorities on Innocenti-made Lambretta scooters. He is the founder member of Lambretta Club Italia, as well as archivist, curator and owner of Museo Scooter And Lambretta, plus he's the leading light behind Casa Lambretta. In addition he's already written a number of books about the history of Italian scooters. Third in a series of books on specific Lambretta models is this, his newest offering, which covers Series 3

Slimstyle or Scooterlinea TV and LI models, following on from the LUI and TV/LI Series 1 companion books. Surprisingly the TV/LI Series 2 models have, for now at least, been skipped, though there's no reason why Vittorio has to follow any form of chronological order. Besides, Vittorio really does know his subject. Subtitle to his latest book is History, Models and Documentation. Needless to say there is a profusion of images, drawings and photographs included that will both excite and delight Lambretta enthusiasts, experts and casual aficionados alike. It comes in Italian, with the majority of the Italian text translated into English. Included within the pages of this book are many Lambretta images shot by photographer Dr Zabban, who specialised in industrial and promotional photography. He was commissioned by Innocenti to shoot a series of promotional pictures to coincide with the launch of the Series 3 Slimstyle models. Liberated from the Zabban archive, some of his truly stunning images are being published for the first time in this book, starting

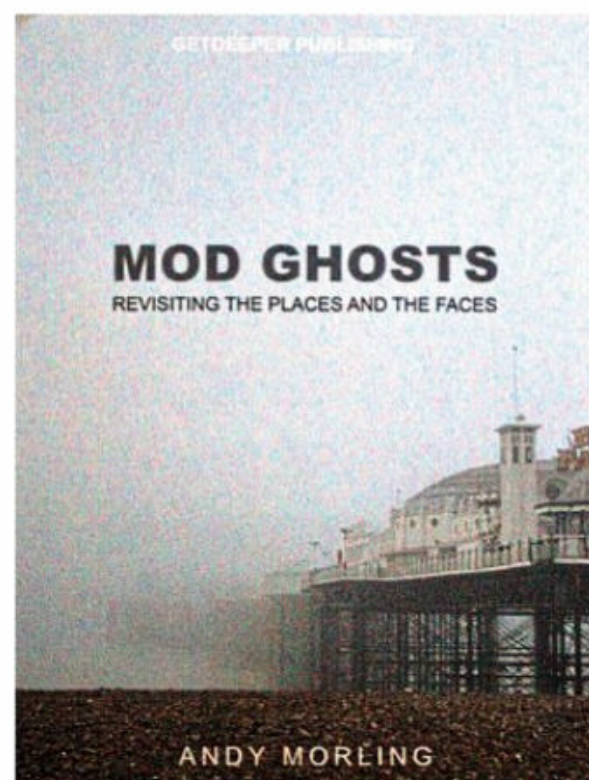
with pre-production wooden mock-ups, as well as rare images of the prototype Lambretta Ghia which, with its monocoque chassis, resembles what would eventually be produced as the J-range, (Cento/Starstream etc.) in the latter 60s. The book covers the LI up to and including the series 4 LI as well as the TV175. Images, drawings, technical data, publicity bumf, (including the scooter sport capabilities of the TV in Britain, with Alan Kimber's prowess in the three-day Welsh trial in pride of place), aftermarket accessories, paint colours, frame and engine number information are all included. Almost everything you can or could think of is contained within the informative pages. There are possibly even a few snippets, such as touching on the near-mythical Schoolteacher TV175 variant along with the LI150 LX for example, that all but Innocenti anoraks, with their hood up and toggles tied at that, wouldn't be aware of. It's a fabulous book, another treasure trove of nuggets of information about Innocenti's finest, focusing this time on series 3 TV/LI Lambrettas. *Sarge*

## **Mod Ghosts** - Andy Morling - Getdeeper Publishing

Subtitled Revisiting the Places and the Faces, Andy Morling's interesting coffee table hardback book isn't a Mod book. It's a book about Mods, first-hand accounts from different people from different parts of the country (UK), recounting their experiences of encountering, engaging and embracing the '79 Mod revival and beyond. Andy's own experiences are alongside other interviewee contributors, recalling his formative years in Norfolk. His own entry to what became a lifelong passion for him was ignited by, albeit spuriously, TV personality and 'Loose Woman', Janet Street-Porter, as it was a programme presented by her on the small screen that Andy marks as his year zero point. Often referred to throughout the text is the importance of the Mod 'holy' trinity of clothes, music and scooters. Archive images are included from the early days of the revival years both from the various contributors' rural home towns, as well as Mod hangouts in London, Brighton and Scarborough. During 2019 Andy revisited various image locations 40 years or thereabouts later, with said location captured in the present day and featured alongside some of the many images from four decades ago. Some of the current/recent location shots have a ghost image of one of the scooters overlaid, hence an element of

the title. Predominantly centred on the revival years, thorough research by Andy provides an insight, a history, with Mod leanings, of many of the more popular locations featured. Specific spotlights are shone on Epping, Hastings, West London, Ipswich, Guernsey, Stoke and East London before and during the revival era. Geographical difference apart, it's interesting to note the many similarities, and of course, the odd contrast or three, encountered as young revivalist Mods by the various contributors when revisiting memories of 40 years back. Musical references include The Jam and other significant revival bands. Iconic 60s Mod acts also include R'n'B and northern soul and punk bands like The Buzzcocks and Generation X. There's an interesting insight into exactly how and where the legendary Geno Washington began his musical career that has spanned 60-plus years now. Clothing and shoe shops that became Aladdin's cave-like goldmines to young revivalists in '79 and beyond, despite being located, in the greater scheme of things, in less fashionable rural outposts also get more than a name check too. Mod Ghosts is a decent, captivating, well written addition to the history of the Mod subculture in the UK, revisited and recounted by some of the people

whose lives were not just touched by the hand of Mod in their formative years, they were fully immersed and their lives shaped forever. Andy Morling's Mod Ghosts will hold serious appeal, if the Mod revival years and early national scooter rallies played any part in the misspent youth of the readers, as it will be as much a parallel to their own, with plenty contained with which to empathise. It's all delivered with a sizable slice of self-deprecating humour. *Sarge*





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# SCOOTER SUNDAY IN PETERSFIELD

An early morning shower didn't put off scooterists gathering in Brewery Square, Petersfield. A mass ride in of well over 300 scooterists descended on the market town around midday to swell the ranks. Many people lined the streets to see the ride in; quite a sight! Martyn and Erin from the 5:15 Mod Shop together with DJ Terry Hendrix provided the entertainment during the afternoon, with prizes going to various classes of scooters. There was the usual eclectic mix of people and machines, many from as far afield as

Aldershot, Chichester and Gosport. During the afternoon the sun came out and everyone seemed to be enjoying themselves, which is what it is all about. See you all again next year.

**Ron Neal, In the Blood SC**



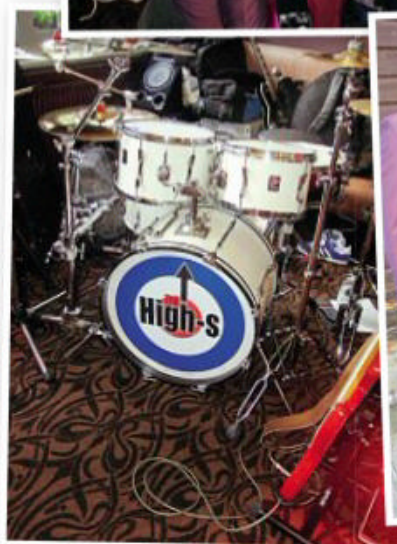
## TOP MOD TRIBUTE BAND!

The High-s have re-formed after a two-year break, complete with a new line-up. Their debut gig was at the Holly Bush, near Bordon in Hampshire, on Sunday, August 10. I've seen these guys several times over recent years and have always enjoyed their sets. They played at one of our scooter rallies a while back. It was nice to learn this year that 'head man' Justin Fox had got the band back together, be it with new young blood! The current line-up comprises new boys James Wynne on vocals and guitar, and Chris Teager on drums. Pete Jones is on bass with original member Brian Sands on keys. That just leaves Justin (Foxy) Fox on lead vocals and guitar.

The new guys had just 11 weeks to learn a selection of 1960s music before taking to the stage; and very good they were! James has a good vocal range which gives Justin a break in a set which can last for well over 2.5 hours with a short break halfway through. Gone are the Union Jack coats and in came nice tailored maroon suits to complete the scene. My initial request for The Who's The Seeker was duly performed (many thanks lads!), followed by tracks from my teenage years, with latter material from the likes of The Jam and Ocean Colour Scene. The second half saw more Mod and R&B tunes from the likes of Spencer Davis Group, Small

Faces, Yardbirds and of course The Who. The High-s finally came off stage at 11.30pm to an elated audience. Justin has put together a very enthusiastic band, especially with the younger members making up the ranks. The future certainly beckons for the High-s. Catch them wherever you can.

**Ron Neal, In the Blood SC**





# CLUB DO's & EVENTS

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If your scooter club is holding a do or event just drop us a line for some FREE advertising. Unfortunately we can ONLY accept details by post or via the website due to workloads. Please keep wording to a minimum and be warned that listings may be edited due to space restrictions.

### 2020

#### JANUARY

**18 Simon Cuerden BLESMA**, charity allnighter. Swinton Palais M27 6AH. £10 adv.

**24 The House of Bamboo**, at Facebar, Ambrose Place, Reading RG1, 7pm-12:30am the festivities will include a DJ, The Deep Six and The Highwasters. £12 look us up on FB or [www.houseofbamboo.club](http://www.houseofbamboo.club)

**26 Bradford KW Parts Fair**, Richard Dunn Sports Centre, Rooley Avenue, Bradford BD6 1EZ. [Lammygirl1982@outlook.com](mailto:Lammygirl1982@outlook.com)

#### FEBRUARY

**6-9 Scooterist Meltdown**, The all-inclusive rally at Wunderland, Kalkar, Germany. [www.scooterist-meltdown.de](http://www.scooterist-meltdown.de)

**15 AON SC 35th Anniversary Do**, Standard Triumph Club, 1130-1140, Herald Avenue, Coventry CV5 6UB. The Three Sixties live on stage with DJ support from Sam Evans. Tickets £10 adv. (£12 OTD subject to availability). Doors 7.30pm

**22 Burton Brewers Custom Show**, with evening do. National Brewery Centre, Burton on Trent DE14 1NG

**Feb 28-March 1 VFM Lanzarote Social**

#### MARCH

**1 Wicksteed Parts Fair**, nr Kettering, Northants. NN15 6NJ

**6-9 Modrapheniacs**, Sandford, Dorset..20th Anniversary event.

**7 Banbury Soul Club**, Banbury Utd FC, OX16 5AB 8pm-1am £5

**20 Northern Soul & Motown**, Night with The Stefan Taylor band plus DJ at The Station, Stafford Road, Cannock, WS11 1WS. Tickets available @ [www.ticketline.co.uk](http://www.ticketline.co.uk) or [www.seetickets.com](http://www.seetickets.com)

**27-29 Teignmouth**, SWSC rally.

#### APRIL

**4-18 Mekong Delta tour**, Vietnam. (see main advert)

**5 VMSC Extravaganza**, Vintage & Custom show. Sports Connexion, Ryton-on-Dunsmore, CV8 3FL. Doors open 10am, £4.

**9-13 London International Ska Festival**

**10-13 National BSRA#1**, Whitby

**24-26 Bangers & Mash**, by Can't Start Won't Start SC, MFN, Eastwood, Notts. NG16 3JE

#### MAY

**1-3 Mid-Cheshire Charity**, rally, back with a new venue. [www.heartfest.co.uk](http://www.heartfest.co.uk)

**2 Banbury Soul Club**, Banbury Utd FC, OX16 5AB 8pm-1am £5

**3 Cyprus Vespa Lambretta**, rally. Famagusta

**8-10 National BSRA #2**, Tenby

**8-10 Troon Mod weekend**, Troon, Scotland

**8-10 Skegness scooter rally**, main venue is The Suncastle.

**7-11 Skamouth**, weekend

**15-17 Phoenix Nights**, Hinckley, Leics.

**15-17 Looe Scooter Weekender**, by Trogladytes, Southern Templars and Section 8, Tencreek Holiday park. Info on FB page

**15-17 Scooters On The Square**, Merthyr Tydfil

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**16 Doncaster Hunters SC 50th**, Parklands Sports & Social Club, Wheatley Hall Road, Doncaster.

**17 Armando's Open Day**, Sheffield S2 4SJ

**17 Scooter-Fest 16**, by North Staffs Jesters SC. Free Entry (Donations please), Large Parts Fair, Ridden Custom Show (Last entry 1.30pm), Live Music, Hog Roast, etc. Silk Street Car Park (Centre of Town), Leek, Staffs. ST13 6HX. From 11.00 am. Steph-07817 429616, Chris-07795 232537, or Facebook - Jesters Scooter Club.

**22-25 National BSRA #3**, Kelso

**24 IoW Lambretta Day**,

**29-31 Hayling Island**, SWSC rally.

#### JUNE

**4-7 EuroLambretta**, Libramont, Belgium

**5-7 Halfway House**, rally. The Halfway House, Yeovil.

**12-14 Sleaford AllKnightsers SC**, Sleaford RFC, Lincs. NG34 8SP

**12-14 Newark Retrofestival**, Newark Showground.

**12-14 Summer Nights 4**, by Warks. Scooter Alliance. Shipston On Stour, CV36 4DQ. [paulmarshall445@gmail.com](mailto:paulmarshall445@gmail.com)

**12-14 Whitley Bay**, rally, Rockcliffe Rugby Club, NE2 8RW

**12-14 Moorland Mayhem rally**, Torquay, TQ1 0BL

**19-21 Buchan Coasters 10th**, anniversary. Newburgh Golf Club. AB41 6BY

**20 The Jam'd**, plus support Savannah at The Station, Cannock, WS11 1WS. Tickets available @ [www.ticketline.co.uk](http://www.ticketline.co.uk) or [www.seetickets.com](http://www.seetickets.com)

**21 Walsall KW**, parts fair. Bloxwich Living Centre

**26-28 National BSRA #4**, Big 7, Kent

**26-28 Isle of Man rally**, see FB group for details

**26-28 Pogue Mahone SC**, rally. BAE Canberra club, Balderstone, Lancs. BB2 7LF. £15

#### JULY

**2-5 Vespa World Days**, Guimaraes, Portugal

**3-4 Tramore Scooter Show**, by Waterford SC, show on the prom, evenings at O'Sheas Hotel, Waterford, Ireland

**3-5 Kilbirnie 20/20 SC**, Mad Dog rally, Lochwinnoch PA12 4JB. £15

**3-5 Vale of the White Horse Rally**, Coopers Arms, Pewsey, SN9 5BL

**3-5 Moduska**, Woodrush RFC, B38 0EL

**10-12 Guernsey Scooter rally**

**10-12 Scunthorpe Silhouettes SC**, Time, Trouble & Money 2, Brumby Hall Sports Club, Scunthorpe

**10-12 Morecambe Rides Again**, First Kick Collective

**10-12 Hellcat Run**, Torrington FC, Devon EX38 7AJ

**11 Scoot To The Waterfront**, Brayford Wharf, Lincoln.

**18 Southern Counties Scooter Show**, with evening do. East Preston FC, Littlehampton, BN16 1ES

**18 Beano at The Brig**, by Ratter SC & The YSA, Normanton WF6 2JH. overnigher, camping, Ride out, "All Mod Cons" Top DJ's, all day ticket inc camping £5. Tony 07908 918963 or Roddo 07980 099918

**24-26 National**, BSRA#5, Weymouth

**24-26 Tin Soldiers SC weekender**, Scots Club, Bletchley, Milton Keynes MK3 5BX

**24-26 Summer Scrum**, by Driffield Midnight Runners, 10th Anniversary. Natural Rhythm, Lou Lou, Eddy Soulfinger, Basketcase Driffield RFC. £10. 07868 050620

**24-26 AONSC 35th Anniversary**, rally. Southam Rugby Club, Station Road, Southam, Warks, CV47 2DH, [www.aonsc.co.uk](http://www.aonsc.co.uk)

**31 Jly - Aug 2 Messy 6**, Lucarlys, Cleethorpes

**31 Jly-Aug 2 Salford Knights**, Rally On Regardless. Tattenhall CH3 9AY

**31 Jly - Aug 2 Devizes rally**, Sands Lane Sports Field, Rowde, Devizes, Wiltshire SN10 2QW

**31 Jly - Aug 2 Solent Cougars**, 20th Anniversary, Southampton

#### AUGUST

**7-9 Oddballs**, rally. Abingdon RFC, Oxfordshire. (see main ad.)

**7-9 Ride to the Runway #5**, by Billingham A19SC. Fishburn Airfield DL17 9DY.

**7-9 Newbury Retrofestival**, Newbury Showground RG18 9QZ

**14-16 Great Yarmouth**, rally. Hosted by Sidewinders SC. All at the racecourse NR30 4AU. (See main advert)

**14-16 Rat Run 9**, Featherstone Lions RFC, WF7 5DE

**21-23 Watlerstock**, Chesterfield RFC. S41 9BF. £15

**21-23 British Vespa Days**, Rutland Showground, Oakham. LE15 6US

**21-24 Wangerland Summer Meltdown**, Germany. The new Summer all-inclusive rally from Scooterists 84.

**28-31 National**, BSRA#6, Isle of Wight

**28-31 Brighton Mod Weekend**





# TO BE SOMEONE

## A QUICK ONE WITH PETE MEADOWS

Filming for the controversial To Be Someone movie took place over four weeks late summer of 2019.

**I**t's been practically a 10-year wait, with many highs and lows encountered, along the way. Notoriety, the threat of copyright legislation among many obstacles, To Be Someone is scheduled for an early May 2020 release. The film is not a sequel to Quadrophenia, albeit some actors from that cult classic appear. It's a tale of sex, drugs and rock and roll, with scooters. We caught up with Pete Meadows, author of the books, To Be Someone and To Be Someone 2, and co-scriptwriter of the forthcoming film at one of the locations.

“ Bill Curbishley owns the copyright to Quadrophenia, the film, and all the characters too. He wouldn't give his consent, he insisted on changing the characters' names and all references to the film to be removed.”

**When did your involvement with the Mod and scooter scene begin?**

In 1977, some of the older lads in Stevenage were skinheads, including my brother, they were into reggae. I went with some of them to the Rainbow Theatre and saw Peter Tosh and Dennis Brown play live. Punk didn't appeal to me; The Jam, who arrived at the same time as punk, were a different story. Quadrophenia the film hooked me in, I've been a Mod from the ('79) revival onwards, 40 years.

**What was your first scooter? Tell us about some of the scooters you've owned.**

My first scooter was a Lambretta LI150, it





Film character Danny's Series 2 Lambretta.

**Right:** John Williams, owner of Danny's S2 Lambretta.



## DANNY'S SCOOTER

Expected to be one of the stars of the forthcoming film is this classic Italian scooter ridden by main character, Danny. It's a 1960 Series 2 Lambretta which, in the real world, is owned and ridden by John Williams. It's fitted with an RT195 top end, while over the winter he will be fitting a Rimini Scooter Centre five-speed gearbox. Paintwork was courtesy of Dave McLoughlin, Daytona Coachworx, and among the many upgrades are uprated shocks, hydraulic front disc brake and Scoots and Soul seat.



Danny's Series 2 Lambretta.



was a bit of a Jimmy's lookalike. Well, I thought so at the time. I was too young to ride it legally. I did ride it around the block once or twice. My second was another Lambretta, my brother's GP, another that I rode illegally, pushing my luck by using my brother's papers. When The Jam split up in '82, for me it wasn't a good year. My favourite band called it a day, I set off for Great Yarmouth rally and smashed my scooter up – I was 100% legal then! – I totalled it on a dual carriageway. I'd always been attracted to Mod clothes, music and scooters. I was never really attracted to the national rallies, '82 was the rise of the scooterboys and cutdown scooters. I've always loved classic scooters, I had loads over 40 years. Off the top of my head, I can't remember them all, I can remember getting a Vespa T5 in 1990. Against my better instincts I was persuaded to go to Llandudno national rally, it was still a scooterboy-dominated scene, which wasn't my cup of tea. In 2005 I bought a special edition PX, which came in black and white. Next was a Lambretta SX150 before I went

“ Pete Townshend owns the rights to the characters created for the album Quadrophenia, he advised that the lead character was based on 'his' Jimmy. It meant a lot of rewriting and developing the Quadrophenia album Jimmy character. ”

down the auto route briefly with a GTS. I quickly came to my senses and replaced it with another SX. I sold that SX to raise finance for the film project. Currently I'm scooterless but there is a particular Series 2 I've got my eye on.



Pete Meadows and his book, with John Williams and his S2 Lammy outside film location Cafe Rockingham.

#### How did the book(s) and the film come about?

During the 90s I had my own promotional company, working with tribute acts including Who's Who, Counterfeit Stones and others. By 2003 I was working on the railways, loads of my workmates were bantering with these quotes. I didn't know where they were from, found out it was a British film titled Love Honour and Obey – after watching it, I thought 'what a great film'. Ray Winstone was in it, Ray Burdis co-wrote, directed and produced it. A few of us went to Brighton for a day out, we were sitting on the beach eating fish 'n' chips, the conversation turned to wondering what Jimmy in Quadrophenia did next. Watching Love Honour and Obey gave me a few ideas, which were incorporated into my outline idea of a plot. I came up with an early draft storyline, despite having had no literary experience. I sent it to The Who. I thought if The Who don't like it as a sequel to Quadrophenia, that it could become a comedy gangster film. Bill Curbishley owns the copyright to Quadrophenia, the film, and all the characters too. He wouldn't give his consent, he insisted on changing the characters' names and all references to the film to be removed. Pete Townshend owns the rights to the characters created for the album Quadrophenia, he advised that the lead character was based on 'his' Jimmy. It meant a lot of rewriting and developing the Quadrophenia album Jimmy character. I wrote To Be Someone as a way of creating an outline on which to base the film. Pete Townshend gave his permission through his Eel Pie Publishing for both books. I met Ray Burdis in 2010, he liked the book, he thought it had potential for a film, he told me to come up with a script. Ray tinkered with it to make it work as a screenplay. My book To Be Someone was first published in 2011 by Matador. I had a stall at the Small Faces annual convention, next to Eddie Piller's. We got talking; Eddie published the second edition of To Be Someone through Countdown books. To Be Someone 2, (the conclusion), was first published in 2013. To Be Someone the film is loosely based on the book, which was inspired by Quadrophenia, the album. The film will have its first screening at Berlin Film festival, February 2020.

#### Any stories about the filming?

We did most of the filming around Stevenage over four weeks. Sam Gittins, who plays Danny, had never ridden a classic scooter until we started filming. There were a few times where I had to play his double for some of the riding scenes. It wasn't easy squeezing into clothes two sizes too small, I think we got away with it! Sam was great, he worked really hard, as he was in almost every scene. The local Mod and scooterist fraternity rallied round, notably Welwyn Stags, Wasps London, Cambridge SC and of course the Stevenage crowd. Liam (Hewitt) from The Mynd Set had his house as the

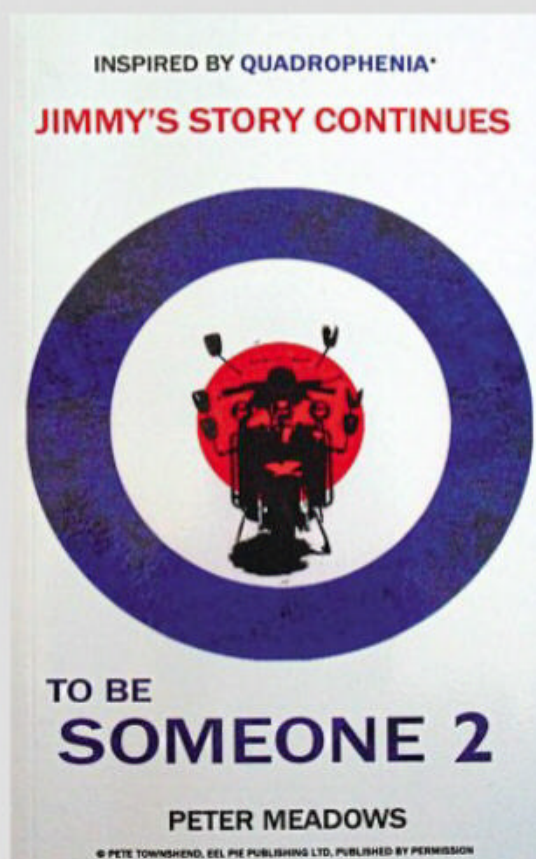


Pete Meadows with his book that inspired the film.



## TO BE SOMEONE – THE BOOK(S)

Peter Meadows' books, *To be Someone* and *To Be Someone 2*, were written following a conversation on Brighton beach one afternoon. A British gangster tale with lots of humorous moments. The film of the same name is very loosely based on the books, with many changes made for the film. Both books are still available.



To Be Someone 1 & 2 cover art.

green room – imagine going home from work to find Toyah and Lesley Ash sat in your front garden, with Gary Shail and Mark Wingett inside, playing guitar! There was chemistry between them all, and they were all such a laugh too. The film company decided on original music on the soundtrack, provided by Stevenage's own The Mynd Set, Colour Eyed and young, Mod-influenced band The K's – all of whom are unsigned, there's a soundtrack album planned. My house, my neighbour's house, Cafe Rockingham and my local pub, The Royal Oak, were used as locations. For the prison yard scene my old school gave permission to use their playground. Almost everyone vaguely involved with the filming ended up being roped in; the makeup girls doubled up as extras in one scene.

“ I sent it to The Who. I thought if The Who don't like it as a sequel to *Quadrophenia*, that it could become a comedy gangster film. ”

### What's the basic story plot of the film?

It's centred around the Danny character (Sam Gittins), who takes over running his dad's scooter shop and nightclub. He comes into contact with Mad Mike, a psychotic gangster, who exerts pressure on Danny to bring drugs back from IOW, which coincides with the national scooter rally. Adding an extra dimension to the plot is street dealer Rudy (Trevor Laird), who has crossed a Jamaican Yardie gang. Mad Mike has put pressure on other characters in the film too; Dave and Bunny (Mark Wingett and Toyah) have been running an escort agency, for example. A plot is hatched to set up Mad Mike, but things don't quite turn out as planned. It's in a similar vein to *Lock, Stock; Snatch*; and *Love, Honour and Obey*. A British comedy caper gangster film, with scooters. The film company managed to get some sponsorship from Royal Alloy. We had clothing supplied by Adam of London and Mod Shoes, so the main characters look sharp.

### Finally, when will the film be released?

April/May 2020 is the outline plan, though it's more likely to be in May. It's going on general cinema release, via an independent distributor, with a release on DVD to follow. Films made on a low budget tend to do well on DVD, *Football Factory* being a prime example. While a London launch would be good, it's more likely the film will be launched in Stevenage, it was filmed here, and the *Quadrophenia* album has a dedication too!

**Words and photographs:** Sarge



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4-6 Mersea Island, Colchester  
DVLC

5 Banbury Soul Club,  
Banbury Utd FC, OX16 5AB.  
8pm-1am £5

11-13 The Flatlanders SC and  
Johnny Cash SC, present Johnny 6  
Fingers rally. Bands, games,  
custom show, DJs and dark side  
sounds into the night. Flax Farm,  
Scole, Diss, Norfolk IP21 4DH

£15 weekend, £10 Sat.

Info on FB: Johnny 6 Fingers

11-13 WoT rally, Ukrainian Youth  
Camp, Notts.

11-13 Dutch Lions, run.

18-20 21st Rhyl Scooter  
weekend, Robin Hood holiday site,  
Rhyl.

25-28 National, BSRA#7,  
Woolacombe

### OCTOBER

1-5 Skamouth, weekend.

4 Wicksteed Parts Fair,  
nr Kettering, Northants.  
NN15 6NJ

23-25 National, BSRA#8,  
Southport Trade & Custom show

### NOVEMBER

7 Banbury Soul Club,  
17th Anniversary, Banbury Utd FC,

OX16 5AB 8pm-1am £5

13-16 VFM\* Great Eastern,  
Mablethorpe (TBC)

10-24 Hanoi to Hoi An Tour,  
Vietnam (see main ad)

20-23 SWSC Warmwell, Dorset

22 Walsall KW, parts fair,  
Bloxwich Living Centre.

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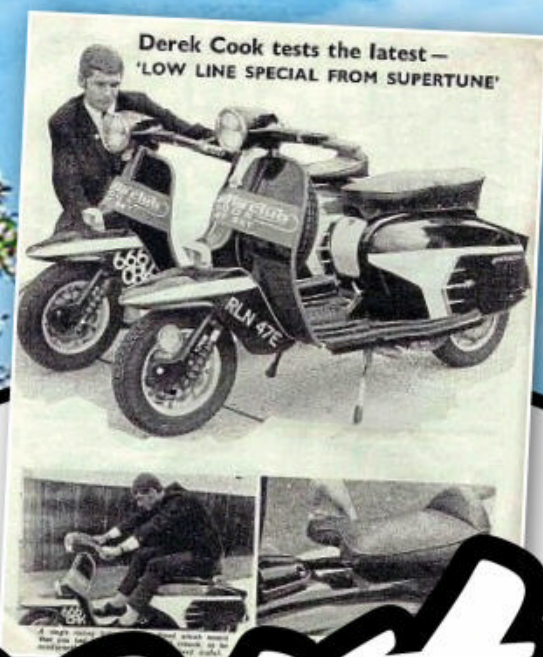
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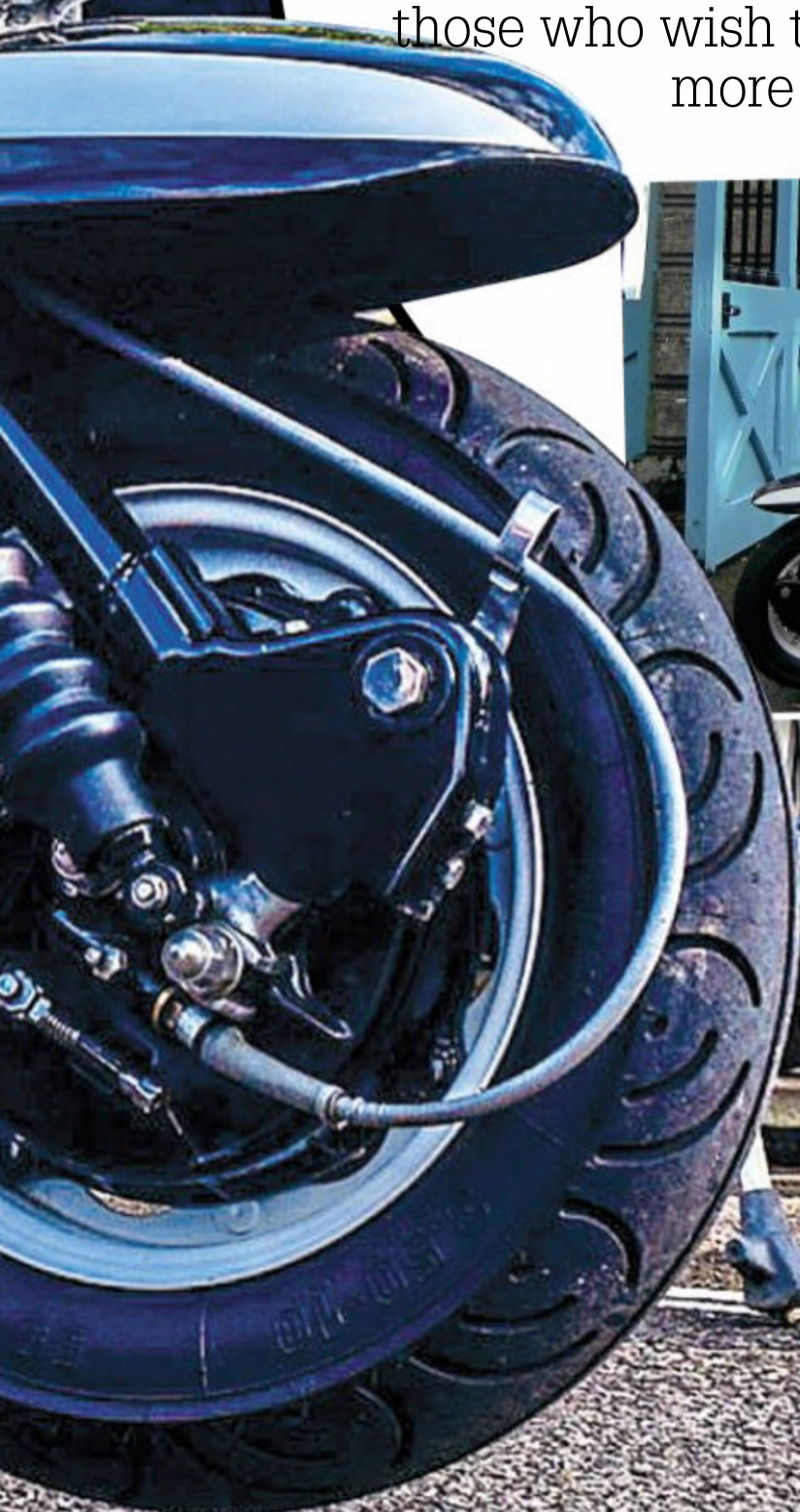




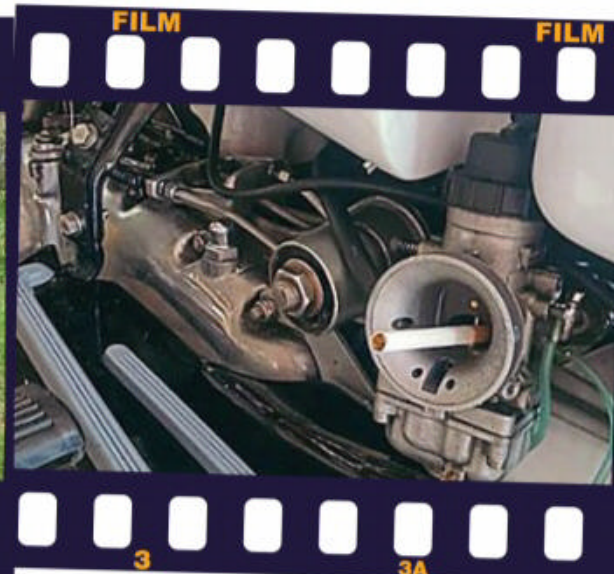


# Supertune Lambretta

Some scooter brands are so iconic there will always be those who wish to pay homage to them. Even ones more than half a century old







**S**upertune is a name recognised by almost every Lambretta owner. Started off in the mid-1960s by Malcolm Clarkson, it's a scooter brand associated with performance and tuning. The distinct colour scheme features an almost trademark Y-shaped pattern on the side panels and two-tone front end. The brand has over the years been subject to many tributes by Lambretta owners, similar to that of the S Type.

The builder and owner of this example is Gary Dalzell, a member of the Ulster Lambretta Club. Bored with the current crop of standard-looking restorations in Northern Ireland, he decided it was time to do something different. The initial idea was an AF replica but that seemed too easy and there are a lot around. Reading a report from the old 1967 edition of Practical Scooter magazine that first featured the Supertune was the inspiration he needed. Having owned a 1967 SX200, albeit in pieces for some 25 years, he considered this was the perfect candidate for the restoration.

Gary decided to use the original idea and put some different touches to it – similar to building his own take on a Supertune. The paint scheme he chose was the traditional black base with white for the overlay, the iconic logo also featuring in white on the side panels. The job of getting this all done was entrusted to Victor Currie who, according to Gary, does the majority of the painting for the Ulster Lambretta Club. The standard is very high and clear to see by just how sharp he has got the edges and how accurate the lines are. Gary admits after being sprayed, it stood in his mum's garage for almost a year before he got round to begin the build. With so little spare time, it took another year for him to get it finished.

The engine takes a more modern approach to the original and is based around a Monza 225. Some porting work was required to get the optimum performance from the kit. This was carried out by Bertie Johnston, the mechanic for the late great road racer Joey Dunlop. With the extra power, it proves to have a good spread of power with a cruising speed of

## OWNER DETAILS

**Name:** Gary 'Dino' Dalzell

**Scooter club & town:** Overlanders/Ulster Lambretta Club.

**First interest in scooters:** Age of 16. Had to wait a bit to drive my P150X, as didn't want a 50 Special.

**First scooter:** Vespa P150X.

**Favourite scooter model:** Lambretta SX200.

**Favourite style of customer scooter:** Race reps/Customs.

**First rally or event:** First mainland rally Doncaster Disc 86, but went to loads of local runs, etc. beforehand.

**How did you get there:** PX125.

**Funniest experience with a scooter:** My mate running out of petrol and we got a rope and towed him. Back in the 80s.

**What do you like about rallies:** Meeting old friends and meeting new.

**What do you dislike about rallies:** The drive home with a hangover, unless I take it easy the night before.

**Favourite custom scooter of all time:** Wake.



70mph. So much so the original clutch fitted needed to be replaced with a stronger one as it kept slipping. Trying to keep with tradition, Gary fitted a reverse pull system using the original disc brake. This has proved inadequate in its stopping power. He now intends to fit a hydraulic system but one that operates within the original cam. Using a hidden master cylinder it will not be all that obvious but, hopefully, will have the stopping power required.

To put his own touch on it Gary did a Smiths speedo conversion even though he admits it was a pain to fit. The main problem is it's a lot bigger and so doesn't allow much room for the cable to be fitted. At the back, a replica Stinger light is the preferred option. This was the light initially intended for the Lambretta when it entered the US market back in the 1960s and offers a nice touch. The other main addition is that of a long-range tank, a must on almost any tuned Lambretta to give it a decent range. There were problems with it fouling the carburettor as an LTH short manifold was being used. It's this kind of problem that doesn't show up in a dry build or simply isn't thought about. Perhaps this may be worthwhile noting to anyone using similar equipment on a restoration in the future.

Gary is pleased with the final outcome and quite rightly as he had done a great job. There are no plans to alter it in the future apart from the disc brake conversion of course – a necessity as it is ridden and frequently used. Making the pages of *Scooter* is a proud moment for him and as he says "perhaps a first for a scooter from Ulster". Whether that's true or not who knows – but one thing is for sure, there are some talented people from over the water keeping the Lambretta going strong. Well done to Gary and the Ulster Lambretta Club – we look forward to your next incarnation.

**Words:** Stu Owen

## SCOOTER SPECIFICATIONS

**Name of scooter & reason:** No real name, but 'Italian stallion' springs to mind, though that name has been used before on a custom back in the day.

**Scooter model:** 1967 SX200

**Date purchased & cost:** £580 as a box of bits around 25 years ago

**Inspiration for project:** Wanted something sort of different to what's over here in Northern Ireland... rather than the usual restorations! There's too many white or white with coloured panels etc. s3 Lambrettas. I considered an S-Type first, but again so many about, but there are not as many Supertune scooters about, in my opinion.

**Time to build & by whom:** Two years by myself. It sat in my mum's garage for ages after it got sprayed, then a year to get the parts together and spent a few hours on the build every weekend, as I don't have the time that I used to.

**Any specialised parts:** Modified headset to take the Smiths speedo, Stinger rear light, Protec gas adjustable rear shock.

**Engine spec:**

**Kit:** Monza 225, stage 1 tune, casing transfers matched to barrel, BGM cylinder head, 225 black Meteor piston, LTH short manifold.

**Crank:** AF racing crank, 18-roller silver-cage big-end bearing (TIG welded)

**Carb:** 30mm VHSA flatslide Dell'Orto

**Exhaust:** 48mm big bore Supertune clubman by Ron Moss

**Clutch:** 6 plate BGM with soft springs fitted

**Gearbox:** Standard SX200 gearbox

**Porting work done by:** All porting work and crank TIG welded by Bertie

Johnston (2-stroke engineer and Joey Dunlop's former mechanic).

**Is the scooter reliable:** Yes, it is now, after initial problems with clutch slipping, as the original 5-plate couldn't handle the extra HP.

**Paintwork & murals by:** Paint by Victor Currie (fellow scooterist) who sprays most of the Lambrettas in our club, well pleased with the finish, it's everything I wanted and more.

**Is there any chrome:** Just small parts by Karl and Keith at Quality Chrome, who I know well and have been using for a lot of years for my builds.

**What was the hardest part of the project:** Trying not to mark the paint while assembling the parts and the modified headset was tight, as the speedo sits down a lot lower, and the mid-range tank was a nightmare as it kept fouling the carb with the short LTH manifold.

**Do you have any advice or tech tips for anyone starting a project:** Always do a dry build first, buy good quality parts and take your time, I did lol

**Is there anything to add to the scoot:** Hydraulic front disc brake using the original disc hub and hydraulic pot under the cap and a hidden master cylinder etc. to keep it as original as possible, as the reverse conversion I did isn't really up to the job. Maybe an SX200 twin leg shield toolbox for extra storage.

**In hindsight, is there anything you would have done differently:** No, I'm happy with the way it turned out.

**Thanks to:** Sprouley from Streetstyle Scooters for building the engine around 10 years ago, John Johnson for sorting the clutch, and Victor Currie for the top paint job.





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# LAMBRETTA PRESERVATION: PART 5

As the process of cleaning everything comes to an end, the fruits of all your hard work and labour can finally be seen...

**W**ith the engine now back in the frame, the final stage of the preservation can commence. At the moment everything may look rather odd because though everything is clean there will be some marks on some of the paintwork. This may be where something has rubbed over the years or where a floor runner has stained the paint for instance. Don't worry about it too much because when it's all back together you will hardly notice it. Also remember, because of the age of your Lambretta, it's bound to have some marks on it. If it was too perfect then it would look odd.

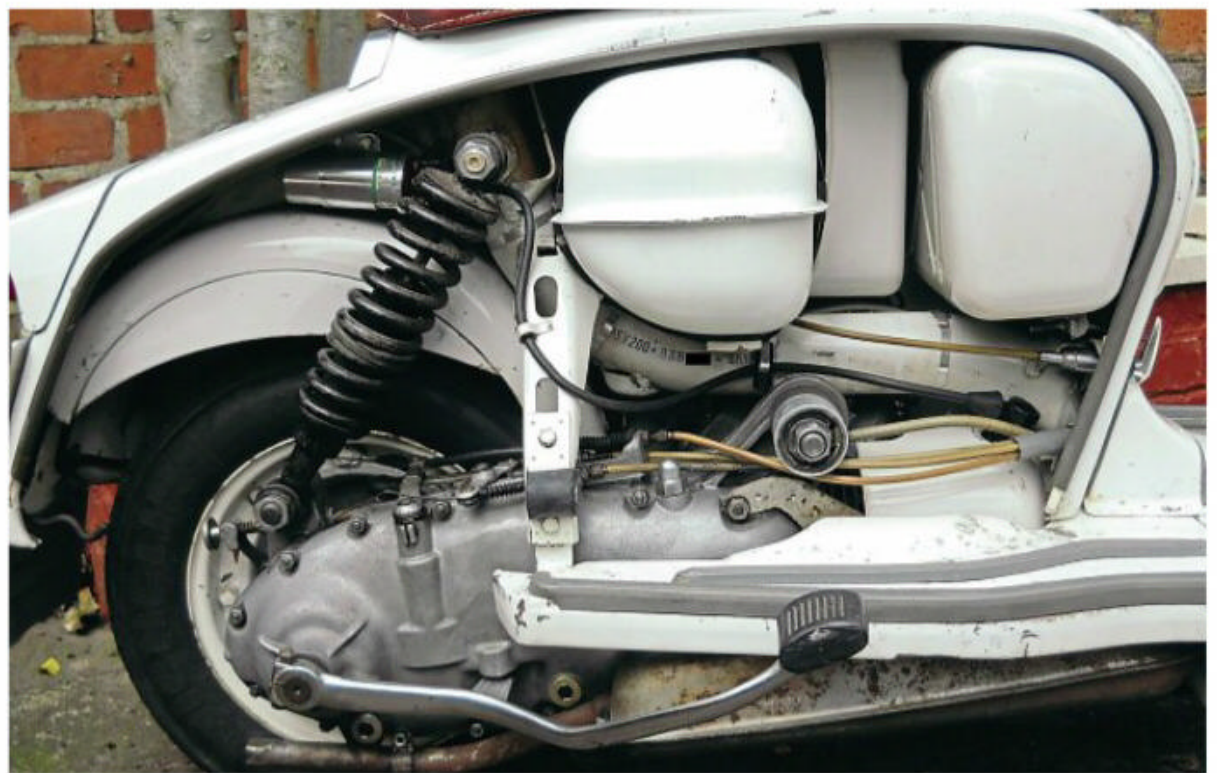
## Tank and airbox

Start off by refitting the toolbox, petrol tank and airbox in that order. This should be fairly straightforward without any issues. Take care of the petrol tank and make sure it is back in the correct position. Before fully tightening up the straps, check the petrol tap is in place. You can now fit the petrol tap rod and look to see it doesn't stick out too far from the frame. It should go back in the correct position but if new tank rubbers have been fitted this may mean the tank sits fractionally forward, meaning the rod will also. You can then slightly alter the rod position by fractionally tilting the tank. Happy that's in the correct position, you can now tighten the straps fully.

With the airbox in place and the rubber hose fitted to the carburettor, you can now see if the engine starts. Add some fuel and, daft though it may sound, make sure you mix it with two-stroke oil. It's easy to forget because you're just filling up from a can. Attempt to start the engine and as long as it fires up and runs okay, turn off and leave for now. Any adjustments to the tickover or cables can be done at the end when you take it out for a test run.

## All that remains

With everything connected up and working bar a full road test, you can concentrate

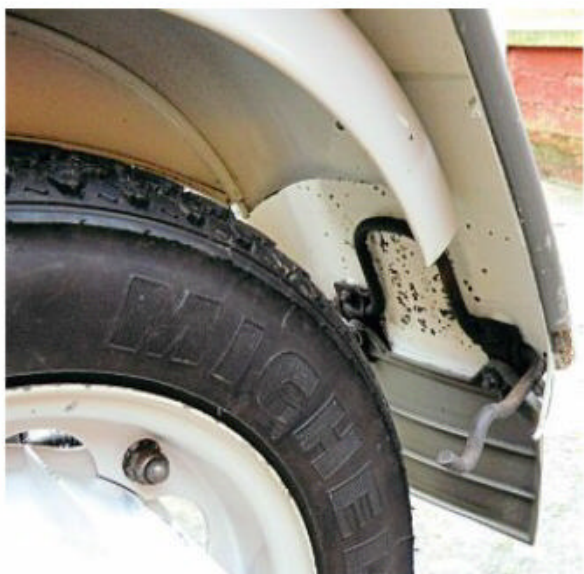


The cleaned-up engine area as seen from both sides. Though there is the odd mark on the paint, the transformation is stunning.

on putting the rest of the bodywork back together. This should be pretty straightforward – but bear in mind that even though it came off the machine originally, it may not fit perfectly. Make

sure the bridge piece sits correctly and the rubber trim gaskets are not out of line. The same goes for footboards and the rear light unit, which should be wired up and the lens then put back in place.





There will always be some paint missing from the back of the frame due to stones and water being thrown up from the wheel over time.

The only things left now should be the seat and the side panels. For now, just concentrate on the seat as the side panels can be left until the very end. The seat can be quite a problematic part because its condition can easily deteriorate over time. Worse than that, sitting on top of the frame it stands out like a sore thumb if there is a problem. Sometimes if it's in a really bad state then the only option is to change it. Good original examples do turn up from time to time, except for the Pegasus and British GP Electronic seats.

The seat is made up of two parts – the spring frame and the cover. Apart from the Pegasus seat, the cover is easily removable from all other types simply by removing the strap and opening up the stud straps that lock around the base. If



The petrol tap rod must be checked to make sure it sits flush with the frame. If the toolbox door is a poor fit it can be flexed slightly to make it better.



Just because the parts are the original ones doesn't mean the fit shouldn't be checked. A prime example is the bridge piece and footboards.

the base has any problems, such as a broken mainspring or smaller cross-spring, these can be replaced with one from an old seat. Servicing the seat base is quite a simple job and most dealers will have an old one lying around as a donor for spares. Quite often the screws for the seat strap are snapped off in the side of the base. They only go in around 5mm deep and are easily drilled out. Once they are out, clean the thread up ready for when the cover is fitted. The seat lock can often go rusty and seize up. All that holds it in place is a split pin. Remove the pin and take the lock components out. Once cleaned up put them back in the base and secure with a new split pin.

The seat cover is a different problem and depends on where it is damaged. If the stitching has come undone then that can possibly be restitched. If the cover is torn



The cleaned-up petrol flap and splash tray. Try to preserve the oil sticker if possible.

there is nothing that can be done. However, there is a solution as many scooters that have been restored have had the cover replaced with an aftermarket one. This means there are old covers which are perfectly good enough to use. Obviously, it has to be the right one for your model but if you look around they are available and will almost certainly fit the correct base. To fit the two parts together, sit the cover on a workbench with the top facing down. Now take the back end of the base and push it into the back of the cover. It has to go this way first because the cover is angled at the back and the base has to sit in the recess. If you try to do it from the front first you won't be able to stretch the cover far enough to get it back in. Once the frame is in place make sure it is fully home before bending over the retaining clips. With everything in position, the seat strap can be fitted with a replacement if required.



The inside of the toolbox will have paint scratches, probably made by old spark plugs and tools rattling around inside. Make sure the retaining clip for the tool roll is put back in place.



Before and after on the inside of the side panels show it's worthwhile doing – even if it isn't seen very often.



A plastic toolbox can be a problem if it is covered in paint. To get a good finish you can use paint stripper to remove it, which doesn't harm the plastic surface.

Once the seat is finished, bolt it back on to the frame. Remember to check the seat post locks correctly as this is an MoT failure if it doesn't. The seat post may need realigning to make sure it locks properly.

## Test run

Apart from the side panels, the machine should now be complete. A proper test firing can now take place to make sure everything is working, such as the lights and horn. The engine will need firing up to do this so at the same time you can take it out for a test run to make sure all the cables are adjusted correctly. The tickover maybe a little erratic to start with but treat it like a new engine that needs to settle. Though you will more than likely be using a lot of the original engine parts some will be new. This includes the oil seals which are always tight to start with.

Happy that the test run is successful you can now check everything over and adjust cables etc. to their correct tension. Just like the engine, it may seem odd that you need to do all this – but remember virtually the whole machine has been apart and put back together again. There is bound to be part of it that requires some sort of fine-tuning. Once run in, you should notice it has more power – that is, if it was running before you started the preservation. With new piston rings (and possibly a rebore) combined with a new exhaust, the power is bound to have increased to a certain degree.

## Side panels

The reason for leaving the side panels till last is that, like a restoration, they are usually the last parts to be fitted. Also, because they are big and need cleaning both sides, it's quite a long process. Series 3 panels like the Special or SX also have awkward badges to clean around, making it even trickier. The best place to start is with the inside of the panels. Over time they will have been covered with oil and petrol mixed in with a lot of dirt from the road. The fold-over ridge along the bottom edge will probably be full of this residue in the recess. To start with, scrape as much out as you can using something like the end of a pencil. Don't use a metal object such as a screwdriver as it will scratch the paint. As water gets in this recess it could lead to it rusting far more quickly if you do.

Once that is out of the way, clean the paintwork as best you can. The inside of the panel wasn't sprayed that well in the factory. Even if you get it fully clean, the finish won't be that great afterwards so bear this in mind. Oil stains, certainly on the carburettor side, are bound to be present. Don't try to clean them out too much as you may break through paint if





**On the outside, the results can be just as good. Though there are some scratches they add to the patina and don't stand out.**

perished and replaced this may also have a slightly different profile. When the panel handle is locked there may not be so much tension on it and it may even feel a bit loose. If it does, bend the locating wire hook on the frame down ever so slightly to raise the tension and give a tighter fit. The loose effect is most common on mid to late Series 3 handles that use a plastic locator instead of a roller wheel. The actual plastic piece can become worn so if it is very loose then replace it. If you don't, there may be the tendency for it to pop off and the panel could go flying down the road, which would be a disaster.

With the last parts of the bodywork completed and fitted, the actual cleaning process is over. In the final part of this series, we will look at how to keep the finished job clean and preserved in the future. The finishing touches that make all the difference and some of the savage jobs you wouldn't think possible, proving preservation is a worthwhile cause.

**Words and photographs:** Stu Owen

you do. The marks won't be seen very often so don't worry about them. Once the inner of the panel is cleaned, attention can be switched to the outside surface.

To start with, concentrate on the badges and proceed with caution when doing so. Take a cleaning agent that is good for polishing aluminium and rub each badge over as much as you can. Take extra care on the ends as it's easy to catch with the cloth and snap the badge off. Try to use the minimum amount of cloth over your finger when carrying this procedure out. You will notice a grey residue on the paintwork around the edge of the badge which has come from the surface of the aluminium. Don't worry about it as this will come off when the paintwork is cleaned and is the reason why you do the badges first.

Both the thickness and finish of the paint on the outside of the panels were good so you can clean intensely to get a good result. Again, with the silver and golden special not so much because of the delicate nature of the paint. Getting in the grooves around the sharp edges of badges is a pain – be careful not to stab yourself. The Lambretta script badge on a Series 3 is awkward to clean around but more so on the inside of the letters. A good tip is to use a cotton wool bud with white spirit as this will get right into the smallest of recesses. Once done, take a fresh bud with nothing on it to polish the paint.

Once the panels are fully cleaned and polished they can be put back into position on the frame. Because the panel rubbers on the edge of the frame loop will have been removed and put back on, they may sit slightly differently. If a rubber was

**Original stickers should be preserved as they are part of the history of the machine. The number plate may look slightly worn but looks better than a new one which will look out of place.**





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# Gangsters YPVS



Michael Taylor's exquisitely engineered Lam-Yam hybrid doesn't, in any way, bear any resemblance to the standard perception of what constitutes a Mod scooter. Yet that is exactly what it is in reality.

Gangsters YPVS – a serious bit of kit.





Michael has always subscribed to Mod ethics and ever since he was first hooked decades ago, his dedication to the Mod scene has never wavered. Never judge a book by its cover, all that glitters is not gold and appearances can be misleading are three of many phrases that basically mean the same thing and are all applicable to Michael's most recent creation. Taking an early Innocenti Series 3 LI as his start point, then replacing the running gear and engine with that of a 350cc Yamaha YPVS isn't anything unique. Bespoke hybrid scooters are nothing new; however, how this particular machine has been created not only marks a different approach, but also the end result is truly an engineering work of art.

### Why Must You Record My Phone Calls?

Two of Michael's previous custom creations have already been in *Scooter* as feature scooters – his own updated take on an Armandos special P Range, as well as an updated take on an Arthur Francis Super S type based on an SX. Both typify the way he takes a classic machine from the past, the 80s and 60s respectively for his previous Vespa and Lammy, then re-imagines them given a contemporary twist – as in taking the classic appearance as to how he wants it to look while utilising the best upgrades in all departments and fitting them. This also embraces the Mod ethic of forward-looking, using and utilising the very best that is currently available. It's pretty much the same basic approach that he's employed for his Lam-Yam hybrid. "I wanted something different, I wanted something that no one else has or has had. Yes, I'm aware of the Rossa which came up with the idea of fitting a Yamaha 350 in a Lambretta frame, and that there have



been many scooters with bike engines. I went to Gary Hancox with my ideas, I said to him I wanted it to look like a scooter. I didn't want it widened or lengthened, the whole point is that in silhouette my scooter looks like a 1963 Lambretta, the devil is in the detail. I told Gary what I wanted, he smiled and said no problem. He's worked in functional louvres, grilles and windows all to suit how the engine runs, while keeping the visual appearance (in silhouette) more or less exactly that of a 1963 Italian Series 3 LI. I can't fault his engineering skills, I want only the best, he is the best and a top bloke too."

### Are You Planning A Bootleg LP?

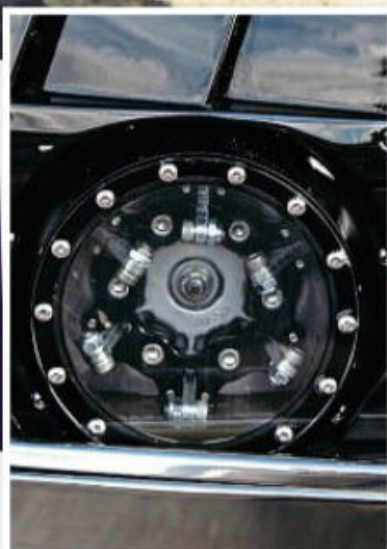
When seriously increasing the power and performance of any machine, it's equally desirable as well as sensible to uprate, upgrade and improve damping, handling as well as the stopping power to cope with the additional output. In the braking department there are both front and rear outboard hydraulic disc brake setups, as well as a series of dampers beefy enough to provide a stable ride right through the power range. For the Yamaha RD 350YPVS KI power unit, Michael enlisted the services of Northampton-based Daz Smith, who is a well-respected Yamaha expert,



Not much looks sexier on a scooter than a set of twin pipes.



Racing spec clutch, on display with transparent cover.



'Mission control'.



who has already worked on and produced more than 75 refurbished examples to date. It's had a mild amount of work carried out on the ports, runs a racing spec clutch and twin Micron exhaust pipes. Set up on a dyno it puts out a serious amount of horses, clocking 55bhp, and that's with it set up to run rich, which is to suit Michael's own preference. Gary Hancox utilised his skills to the maximum fitting the Yamaha lump into the Innocenti frame. The radiator sits inside the leg shield toolbox, with the hoses routed out of sight under the bodywork, following the frame tube, which – albeit the obvious location to house the required radiator – has been engineered superbly. When the side panels are removed the sheer quality and engineering know-how that's been lavished on Michael's creation can be seen and fully appreciated. "As well as my scooters, I own and ride a Ducati 900. My Lammy is as stable to ride as the Ducati;



it cruises comfortably at 90mph. I've taken it up to 108mph at which point I pulled back, I say it's capable of over 110mph. It's a scooter that can conceivably be ridden for 40-50 miles flat out and not miss a beat. Out of choice I've had it set up to run on the rich side; it burbles, well that's the best description I've got for the sound it makes. I like it that way."

### Said You've Been Threatened By Gangsters

Currently, Michael's Yam-Lam sports a simple, understated gloss black livery, visually complemented by the right amount of gleaming chrome-plated items. A timeless, classic combination which, when done right, tends to look the business. Craig at Scooter Paint Shop was commissioned to provide what is stage one of the paint job. In his spec sheet responses, Michael informs us what he has planned next. "Over the winter I've already



## SCOOTER SPECIFICATIONS

**Name of scooter & reason:**

Gangsters, because it's a serious bit of kit.

**Scooter model:** Lambretta 1963 Chrome ring special.

**Inspiration for project:** Wanted something no one else has or has had.

**Time to build & by who:** Gary Hancox, frame modifications and engine installation; Daz Smith from Northampton, Yamaha expert, engine build. He's built more than 75 of these engines,

and he's cheap as chips.

**Engine spec:**

**Motor:** Yamaha RD 350YPVS K1.

**Exhaust:** Micron.

**Clutch:** Racing spec clutch.

**Gearbox:** Standard Yamaha 6 speed.

**Carb:** 2x26mm POD filters.

**Dyno:** 55bhp (and that's rich/over jetted).

**Describe engine performance, power delivery and scooter handling:** Compared to anything

else I've ridden, no comparison. It

has blistering performance and handles great.

**Paintwork by:** Craig at Scooter Paint Shop Leicester (cost £4k).

**Overall cost:** £15k-plus.

**Is there anything still to add to the scoot:** Yes, during the winter it's having gangster-themed murals added.

**Thanks to:** Gary Hancox, bloke's a genius; Darren Smith (ditto), and Craig at Scooter Paint Shop. All three are masters of their professions.



planned the final part of this project, which is to have some gangster-themed murals added. I don't want to give too much away; my first thought was to have murals of the Krays, though that's been done a few times too, then I had a loose idea of maybe something along the lines of Goodfellas or old Humphrey Bogart gangster films. I've already got the scooter booked in with Ty Lawler. I decided on the name (and theme) Gangsters as it really is a serious bit of kit." The additions of murals apart, are there any other changes or upgrades in the pipeline for Gangsters... and also, have there been any niggling teething troubles encountered? "There was just the one issue, which was with the gear change setup. It was probably more to do with me not getting on with how it worked than the actual setup. I managed to get it stuck in sixth gear a few times and had a bit of a struggle with selecting neutral. It was set up perfectly to work like a classic scooter (left) hand gear change. For some reason, it just didn't suit my riding style; instead of messing about, the decision was taken to convert it to a motorcycle-type foot gear change. The gear change pedal was crafted from stainless steel billet, as already mentioned I own and ride both scooters and bikes, so it suits me. Since





making that change I've not experienced any issues with locating neutral nor has it stuck in top gear even once, problem solved. As for any changes, I have to say the seat looks great on the scooter, but it isn't the most comfortable, especially when giving it some stick over a distance. I'm seriously looking at any possible options that won't alter the appearance (of the scooter) but will give a more comfortable, less bum-numbing experience when riding, at speed over any real distance. I may decide to go down the bespoke route, although I have had a few recommendations to consider too. When I started off on this project it was my aim, my dream, to create the perfect scooter for 'today', the classic look of a 60s Lambretta, with as many improvements and upgrades as possible, to cope practically with the demands of riding on today's roads. It looks and goes perfectly. I don't want to be like everybody else, I'm a Mod, I always have been, always will be, only the very best is good enough."

**Words:** Sarge

**Photographs:** Gary Chapman



“It's a scooter that can conceivably be ridden for 40-50 miles flat out and not miss a beat. Out of choice I've had it set up to run on the rich side; it burbles, well that's the best description I've got for the sound it makes. I like it that way”

## OWNER DETAILS

**Name:** Michael Taylor.

**Scooter club & town:** Nuneaton, Collibosher, Birmingham.

**First interest in scooters:** 1979 when I saw them en masse, was a massive following.

**First scooter:** PX125 Vespa.

**Favourite style of custom scooter:**

Anything that's tasteful, not a big fan of anything that's been cut.

**First rally:** CCI Brighton Mod rally 1986.

**How did you get there:** PX125.







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# Imperially INSPIRED







Jet-set.

The feel of the Sixties and the Mod era run through Dean Fradley's scooters; and the super cool TV175 he's developed is a direct result of him learning the craft...

**H**aving been into the scooter scene since the 1980s, due to other commitments

Dean's scootering interests had to take a back seat for a while. But in 2012 he bought an LI 125 Special from a friend, which was the touchpaper that fired up his interest back into the scene.

### Journey

Dean's favourite model of scooter is the TV/GT 200. "The LI 125 Special was a good starting point but it wasn't as high on my agenda as owning a TV scooter was. However, even with that said, each one of my scooters is special to me; because in their own way they reflect the passion I have for the 60s

Mod era and my interpretations of it."

The frame is an original TV175 item, which Dean bought back in 2014 from one of his friends who had it going spare in his shed. It was also the first build that he decided he was going to complete by himself from scratch. "When I acquired the frame it came with the original dating certificate. Also I was lucky enough to know a guy who had some original Innocenti outer body parts, which I used in the project. Nevertheless, in order to complete the build I had to buy a lot of original inner body parts myself; and while all that was going on I also bought a lot of original accessories from my very good friend, Dave Holford, who actually introduced me to the world of original accessories, which was an education in itself!"

The scooter was initially completed in September 2015. "When I started it I was obsessed with the Rimini scooters, which I wanted to 'out bling', so it was fully armed with every accessory known



to man! To capture an 80s-style feel it was given a silver/gold metal flake paint job. It also had chrome sectioned side panels, a chromed headset and chromed front mudguard. As you can probably imagine, there was a lot going on; however people loved it, but in the back of my mind I felt it wasn't right; I knew it could be better."

With this in mind, and to increase his knowledge, Dean researched in detail numerous original scooter photos from the 1960s. "The influences of the 60s, and the style of the era, was the reason that brought scooters on to the scene in the first place, so for me it was obvious... the original look was the one I wanted to create."

## Less is more

Getting the right look wasn't going to be easy, but Dean knew it was critical to the project if it was going to succeed. "After not too much persuasion from myself in 2016 I decided to strip the whole bike down. Having developed a much wider knowledge and awareness of the era, I decided to go for a full-bodied paint job with less chrome and fewer accessories, which meant losing a lot of the original bling!"

With the idea for the scooter firmly set, the project started to take shape. "I sent the frame and bodywork over to Matt Sutton to complete the paintwork, which I managed to partly finance from the sale of some of the original lights and accessories!"

In the meantime, while that was going

1. Neatly blended
2. Fishtail Florida bars
3. Sharp
4. Twin tailpipes
5. 60s feels
6. St Christopher
7. Rare Vigano side panel knuckles
8. Ulma wheel disc and spinner





“ I sent the frame and bodywork over to Matt Sutton to complete the paintwork, which I managed to partly finance from the sale of some of the original lights and accessories! ”

on, Dean managed to source the accessories he needed for the project. “In my head I’d got the plan for the rebuild pretty much well organised. When I got the frame and bodywork back from Matt it literally took me around three weeks to complete the build because all components were already there. Also I’d commissioned Iain Wilkins (aka Arfa Francis) to make the front and rear carriers, which are spot on to the Ulma originals and are virtually impossible to find these days. But the icing on the cake has to be the seriously rare set of Vigano knuckles, which took me five years to track down!”

Looking round the scooter, the

blend of accessories is perfect. The Esso Mix oil drop mascot riding a scooter badge is set centrally among the front carrier lights. It adds charm and delivers an element of light-heartedness; it also reflects the easy-going jet-set lifestyle that existed during that era and influenced the look of the scooters of the day. The Ulma spare wheel disc and spinner, the leopard skin seat and the fishtail Florida bars also support the feel. Adding even more interest, the Eddy Grimstead imperial influence is confirmed by an authentic dealer’s sticker inside the leg shields under the headset.

### Performance

The scooter performs well. It has a top speed of 65mph and cruises comfortably at 50mph. It runs on a 185 Mugello kit, which is supported by a 25mm Dell’Orto carb. The exhaust is a custom item, which has neat-looking twin tailpipes and supports the whole look.

Having bought the frame, which would probably have been left to rot, Dean has brought it back to life; and preserving it with as many original parts as possible he has in effect managed to resurrect a scooter that otherwise might never have

## SCOOTER SPECIFICATIONS

**Name of scooter:** ‘The Leopard’ as my stepson, who’s nine, calls it.

**Scooter model:** Lambretta Series 3 TV 175.

**Date purchased and cost:** 2014 – £1200.

**Inspiration for project:** Iain Wilkins (aka Arfa Francis) on Facebook and his album page, The In Crowd.

**Time to build:** Built by myself, took just over 15 months.

**Are there any specialised parts:** Ulma, Scootopia, Feridax, Vigano, Raydyot, Lucas, Nanucci, Metoplast, Catalux and Rimini Lambretta accessories.

**Engine spec:**

**Kit:** 185 Mugello.

**Carb:** 25mm Dell’Orto.

**Exhaust:** Custom twin tailpipe.

**Top speed and cruising speed:**

**Top:** About 65mph and cruising: 50mph.

**Is the scooter reliable:** So far, yes.

**Paintwork & murals/who did them:** Matt at Ipaint.

**Is there any chrome:** All chrome done by Niphos in Crewe and London Chroming.

**What was the hardest part of the project:** The self-build from just a frame. Also sourcing some of the original accessories took years, especially the Vigano knuckles!

**Do you have any advice or tech tips for anyone starting a project:** Get a good engine, preferably already done!

**Thanks to:** Iain Wilkins for supplying some of the accessories. Lee Maxey aka OCLee for inspiration on how to keep your scoot immaculate and not missing out any small details. Dave Holford for sharing his knowledge, guidance and advice. My missus, Sam, for putting up with this madness!



Paint and accessories deliver the perfect look.



## OWNER DETAILS

**Name:** Dean Fradley.

**Job:** Professional musician.

**Scooter club & town:** Just ride with mates.

**First interest in scooters:** From about the age of nine when the Mods of 79/80 were knocking about.

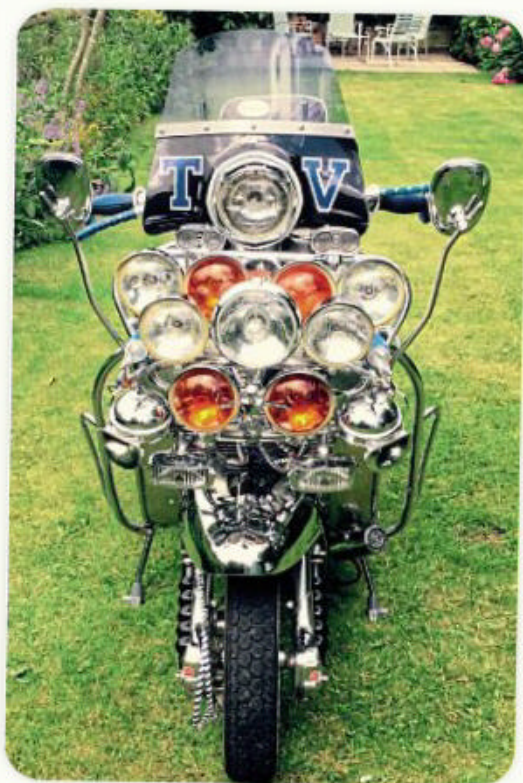
**First scooter:** Lambretta Series 3 LI 125 Special

**Favourite scooter model:** Lambretta TV/GT 200.

**Favourite style of custom scooter:** Original accessories 1960s Mod.

**Funniest experience with a scooter:** Every time I ride with my mates Brent, Steve and Nath.

**Favourite custom of all time:** Darryl Bunkers' Series 2 LI Pirates.



Original form.



Plenty going on here!

seen the road again.

The fundamental element of this build was all about Dean learning and developing his knowledge of the craft. As a result of his thirst for knowledge and his attention to detail, it gave him an advantage where he was able to take a step back and see things more clearly. "Overall in the long run, my initial choices worked out to be the starting point I needed; because from there I was able to work out how to get the scooter to look exactly how I wanted it.

"The scooter's been named 'The Leopard' by my nine-year-old stepson. It may have changed its spots over the years but if I hadn't have chosen those paths and made the choices that I made in those early days I wouldn't have got the scooter to where it is now," smiled Dean.

**Words:** Stu Smith

**Photos:** Richie Lunt



Trendsetter.



Imperially inspired.



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180cc, MoT, registered as a 180, engine is standard apart from the Scorpion exhaust with PM end can & a 25mm Dellorto carb, £1800 Tel. 07514 565349.

## LAMBRETTA



Indian Series 2, well maintained, has signs of being ridden although paint is original from 1982 import, £2800 Tel. 07809 414830.

## LAMBRETTA



classic TV175, Series 3, 1965, parcel shelf/back rest, restored to high standard, £4200 Tel. 07768 028487.

## LAMBRETTA



nut & bolt restoration, matching frame and engine numbers, all invoices and MoTs for the last 15 years, vgc, £3750 Tel. 07714 444677.

## LAMBRETTA



Vega 75, UK registered from new, £2850 Email. Ac.portsmouth@tiscali.co.uk

## LAMBRETTA DL/GP150



late 1970 DL with the black toolbox and fuel lid frame grill etc, totally standard 150, original 6V, carb, exhaust, Guillari seat, £4500 Tel. 01926 339645.

## LAMBRETTA DL150



rare chance, genuine Innocenti, recent Italian import by myself this summer, now registered in the UK, on Sorn, £3999 Tel. 07946 608850.

## LAMBRETTA GP150



1983, fully restored, engine rebuilt, green/white SIL import, ring for info, £1800 Tel. 07976 965952. Nottinghamshire

## LAMBRETTA LD



Mk11, 1956, original UK machine, 21,000 miles, re-registered, good condition and runs well, spares included, £4000 ono Tel. 01480 471762; 07940 339172.

## LAMBRETTA LI125



really nice 125, from Italy, comes with Nova reference, mainly original paint, maybe touched up in a couple of places, £2350 Tel. 07946 608850.

## LAMBRETTA LI125



1963, upgraded to electronic ignition, use as is with the rat look or good restoration project, drive away bike, £2650 Tel. 01244 390873.

## LAMBRETTA LI125



Special with a 186 Mugello kit, white body with coloured air brush strips, £5500 Tel. 07772 280567.

## LAMBRETTA LI150



1965, 1750 miles, original condition, £7000 Tel. 07817 134946.

## LAMBRETTA LI150



Series 2, UK registered from new, original paint, I have the original mudguard, £5000 Email. Ac.portsmouth@tiscali.co.uk

## LAMBRETTA LI150



Special 1966, rebored to 175 and new piston, new exhaust, new BGM ignition system, owned for five years, £3750 Tel. 07775 525057.

## LAMBRETTA LI150



Special, full restoration, matching numbers, showroom condition, needs registering, £6000 p/x for Lambretta Series 3, resto project Tel. 07857 317276.

## LAMBRETTA LI150



all Italian, imported from Milan just over two years ago, excellent all round condition, recent 12V conversion and crank seals, £3000 Tel. 07976 356053.

## LAMBRETTA SX200



1966, professionally built replica from NCL, completely standard Indian GP200 engine, dry disc brake, £4200 Tel. 07867 843000.

## LAMBRETTA SX200



UK registered from 1984, £8750 Email. Ac.portsmouth@tiscali.co.uk

## LAMBRETTA TV175



very rare fully rebuilt Spanish Series 2, rebuilt engine inc crank, piston, bearings & seals, painted by Mark at Jubilee Scooters, £8250 Tel. 07866 720333.

## LAMBRETTA TV175



Series 3, great looking scooter, starts and runs but needs going over, 1963, £4250 Tel. 07837 469454.

## LAMBRETTA TV175



beautifully restored original 1963, fitted with lots of extras to include 6 front mirrors and 9 lights, £7950 Tel. 07412 070834.

## PIAGGIO 125



Fly, 2006, 4680 miles, garaged and currently Sorned, vgc, footrests added for disabled driver, £800 Tel. 01487 830572. Cambs

## ROYAL ALLOY GT125



first service done at main dealership, floor mat fitted, hardly used and kept under cover, helmet and gloves included, £1700 Email. mickainge@icloud.com



**ROYAL ALLOY GT125**



2018, Air Cooled, less than 1200 miles, dealer serviced, run in, £1800 Tel. 07800 842737.

**VESPA**



Series Seriele No 184/400, collectors item, vgc, MoT, modied up, crash bars/ lights etc, T—WHO selling with bike, £5250 oiro Tel. 01322 559623. Kent

**VESPA**



8" wheels, Sports exhaust, White wall tyres with good tread, very good spare, body work is fair to ok, standard no structural rust, £2000 Tel. 07976 400239.

**VESPA**



Piaggio PX 125cc, Disk electric start, 12V battery, 12 months MoT, V5, on Sorn at moment, £1300 Tel. 07967 585138.

**VESPA 150**



Sprint, verified Italian by Vespa Club GB, new engine with 180 kit, original engine comes with scooter, new seats, £3200 Tel. 07854 131775.

**VESPA 50 SPECIAL**



Italian, 1981, black, with Italian original log book, restoration project or spares, £800 Email. globalgrafter@gmail.com

**VESPA DS/CL150**



body quite straight, odd mark and dent from storage, no rot or rust, motor turns freely with good compression, no seat, grips or tyres £795 Tel. 07413 116296.

**VESPA ET4**



Piaggio, 125cc, 2000 reg, Only Fools and Horses Themed, 18,000 miles, £850 Tel. 07557 997523.

**VESPA GS150**



1960, upgraded with 12V electronic ignition along with other works, hub caps, floor mat and front crash bars available, £5750 Email. davidbmorgan100@hotmail.com

**VESPA GS160**



MK2, 12V original engine, sprayed GS150 Silver, three new chrome rims and tyres and new stainless steel exhaust, £6750 Email. ebrowne38@yahoo.co.uk

**VESPA GT**



1968, 180cc, professionally fully restored in 2012 by Retrospective Scooters, vgc, 12,83km on clock, £4000 Tel. 07932 602213.

**VESPA GTS**



Piaggio, 2015, 300cc Super, MoT August 2020, 9000 miles, dual seat, small screen, new rear tyre, good condition, £2300 Tel. 07948 560431. County Durham

**VESPA GTS300**



Super, ABS, traction control, PM tuning exhaust, MoT, service history, short mirrors, new front tyre, £2300 ono Tel. 07393 704362.

**VESPA P200E**



1983, lovely condition for its age, very straight and presentable as it is, with no rot or damage, £1550 Tel. 07413 116296.

**VESPA PK125**



full engine rebuild new seals and bearings, new tyres cables and new carburettor, MoT, V5, vgc, engine runs very well, £1300 Tel. 01427 372510.

**VESPA PX**



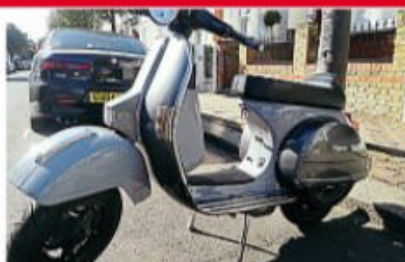
very low mileage, used 3-4 times a year during the summer months from new, garaged 9 months of the year, vgc, MoT, £2200 Tel. 07823 555701.

**VESPA PX**



MoT till April 2020, good runner, Cosa clutch, Sterling exhaust, tubeless rims, King & Queen seat, £1350 Email. Nickyebrown@hotmail.com

**VESPA PX125**



Disc, 2003, 166 Malossi, full nut and bolt rebuild, immaculate, £2500 Tel. 07748 644462.

**VESPA PX125**



fitted with a DR180 kit, Revolver exhaust, Continental white wall tyres, chrome crash bars, chrome rear rack, vgc, £2150 Tel. 07939 859965.

**VESPA PX150E**



2005, full engine rebuild, Pinasco 177 Mazzucchelli competition crank, new clutch, good condition, 9698km, £1495 Tel. 07765 406930. Herts

**VESPA PX200E**



Piaggio, never registered or used, exactly as it left the factory in 2003, will be supplied documents and NOVA, £5300 Tel. 07413 116296.

**VESPA SPRINT**



VLBIT, stripped back then restored, currently fitted with new LML 125 engine with 180 kit to suit modern traffic, £2950 Tel. 07854 131775.

**VESPA SS180**



Hurricane replica, standard 180cc engine (newly rebored 200 barrel and new piston are available if required), £7995 Tel. 01628 486749.

**VESPA VBB150**



1961, registered as 125, lovely condition for age, 12V conversion and new wiring loom, tasteful stainless accessories, £2600 Tel. 07951 403491.



# SCOOTER TRADER

## Lambretta

**LAMBRETTA** black and shiny GP poss Del, Indian import, V5 shows one previous owner, UK registered on a B plate, black gloss body and shiny chrome extras, great starter, MoT July 2020, can deliver this for the right deal, trial and inspection welcomed (trial subject to cash in hand before riding) located Chester Cheshire, £2999. Tel. 07960 390334.

**LAMBRETTA 150 LD** beautiful example MK3 LD, good runner, sound body work, no issues, no modifications, just some shiny bits, £4800. Tel. 07909 885450.

**LAMBRETTA GP200** 1978, vgc, 650 miles, full MoT, tax exempt, with extras £3995. Tel. 07735 251855. Email. malscholes@gmail.com

**LAMBRETTA LI150** 1960, totally original recently imported from Italy and unmolested, engine runs fine, gears select fine, very good genuine machine, £3750. Tel. 01237 472734. Devon.

**LAMBRETTA LUI** 50cc, Italian original needs tlc, good compression, kicks over, good project, £1200 ono offers welcome Tel. 01922 458228.

**LAMBRETTA TV175** 1959, total refurb, sandblasted frame and all panels, painted in black by Formulae 1 racing specialist, engine rebuilt, complete new wiring, cables and brakes, no expense spared in order to return to original, no bling! Come and ride it now and enjoy, scooter has only done 50 miles since completion, more photos can be emailed of restoration, can deliver, £9900. Tel. 07768 898142. Oxfordshire. Email. dgl@peroda.com

## Lambretta Parts

**LAMBRETTA SINGLE SEATS** front and rear, £160 when new asking £80, hardly been sat on, a little cut on rear seat at the back, very hard to see, interested get in touch Tel. 07738 714647.

**LAMBRETTA TS1-225** JL expansion pipe purchased from Kegra, done 150 miles only, needs repaint, cost £400 will sell for £175 + p&p Tel. 07790 901283. Berkshire.

**LAMBRETTA** Ralph Saxelby 205 Suzuki engine, RS205, custom built Lambretta engine, one of the best available, done approx 1500 miles, powder coated black, fitted with BGM V4 exhaust, has spare MSC micron and or JL4, done 600 miles, £2500. Tel. 07922 643022.

**LAMBRETTA GP** SIL side panels a pair brand new, unused, no dents, straight, and primed, cost £80 each, £100 Tel. 07983 170110. Brighton.

**VIJAY GP** 1980, cut down frame, sleeved, needs finishing, welding, including GP extended forks, frames, sleeved, rusty, no paperwork, £200. Tel. 07910 017142. Flintshire.

## Vespa

**VESPA** Special 50cc upgraded to a 100cc registered as a 50cc, Y reg, 1983, rare 4 speed, new clutch, points and carb, custom made seat, rubber foot mat, spare wheel with black Vespa cover, lights and mirrors and front carrier on scooter are not included, only used this bike for shows since doing it up but have had 55mph on a flat run, a great mod looking bike, £2200. Tel. 07507 868202.

**VESPA** ET4, 2003, £50. Tel. 07523 498673. Birmingham.

**VESPA GTS125** 2009, blue, 17,300 miles, Sorned 2015, garaged, tidy but wear and tear, some repairs needed, £750. Tel. 07938 858213. North Yorkshire.

**VESPA GTS300** black, only done 1200 miles from new, one owner from new, clean and serviced any inspections welcome, £3400. Tel. 07583 948618.

**VESPA GTS300** 2014, blue, low mileage, excellent runner, great condition, non ABS, Ceramic coated exhaust, Vespa top box, Florida bars, Oxford heated grips, Faco extending fullscreen and standard Vespa fullscreen, handlebar muffs, modified footers and original foot pegs too, small scratch on LH sidepanel where I dropped my keys once, apart from that it's lovely, £3250 ovno Tel. 07963 482875.

**VESPA MK1 T5** 1993, Malossi kit, 30mm carb, Corsa clutch, stainless steel revolver exhaust, front disc brake con, Sip shocks, Sundance grips, fast flow petrol tap, logbook, Sorn, no rust or rot, candy green with yellow stripes, £2500. Tel. 07947 325508. Yorkshire.

**VESPA PX125** 2013, comes with helmet, lock and full tank of petrol, buyer collects £2550. Tel. 07801 196480. South Yorks.

**VESPA PX125** Jackie Wilson II, 1986, MoT until November 2020, collection from Bournemouth, Dorset, £1500. Tel. 07480 872008.

## Vespa Parts

**VESPA SPRINT** pair of chrome side panels and mudguard, Italian, locker box type, nice condition, £300. Tel. 07967 040063.

**AKRAPOVIC EXHAUST** suit Vespa GTS300, good condition, cost over £400 new, £170. Tel. Phil 07799 814339.

## Wanted

**SUZUKI GS500** 06, will swop for Vespa or Lambretta or what have you got within 60 miles radius Tel. 07922 256257. Lancs.

**VESPA OR LAMBRETTA** wanted for total restoration or in bits Tel. 07935 937407.

**WANTED GUITARIST** Southend area, to form cover band for scooter rallies and fun in 2020 Tel. 07748 581209. Essex. Email. rtdbrickwork@yahoo.co.uk

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**REGISTRATION PLATE** for Scomadi 300, V300 SCO, £250. Tel. 07850 484573.

**SCOOTERIST SCENE MAGAZINES** issue 30 to 35, free for collection only. Panta Trip over trousers, brand new tags on, medium, £55 Tel. 01634 867070. Kent.



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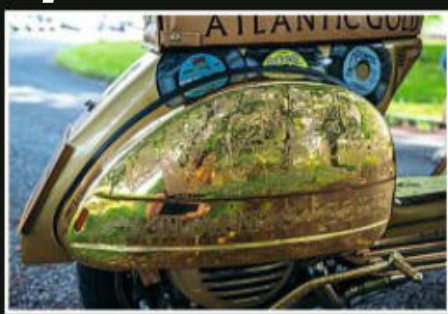
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# A stretch of the imagination...



James McIntyre is from Christchurch, New Zealand. He purchased his 1964 Vespa Douglas VNB 15 years ago and the project he's developed from it is unique...

**J**ames explained that he wasn't sure what attracted him to scooters. "It could have been the music or the iconic shape of the rounded Vespa, but from the moment I became involved in the scooter scene, I've loved every minute of it!"

Keen to go on his first scooter rally, James made the trip in his girlfriend's car. "It was great, we covered most of the lower South Island during that trip and after that I was forever hooked. But because I went in a car it led to me

getting the nickname of 'Wannabe Scooterist'! Having had the taste of his first rally, and having being given the nickname of 'Wannabe Scooterist', James decided it was time for him to get his own scooter and in 2005 he purchased the 1964 Vespa Douglas VNB. The scooter is now called Stretch, it's taken 14 years to complete and during that time there have been plenty of ups and downs. "I was a young man when I started it! But the main inspiration behind the development of the project was simply to establish a more





Smooth body lines.

comfortable riding position. I always thought that the original riding position was very cramped, and in my wisdom I thought the best way to overcome this problem would be to stretch it, so I decided to cut it in half!"

### Complications

James worked out that for his height and reach a six-inch stretch would give him the riding position he was looking for. With the six-inch stretch decided upon, the scooter was handed over to an engineer to complete the work. "When it came back the stretch was 10 inches long! Which meant that I didn't have the riding position I was after but instead

had an uncomfortable stretch to reach the handlebars!"

James gave the matter some thought. "To overcome the problem, I originally decided to drag the original VNB bars back, which looked great for a while, until last year when I changed my mind in favour of some old-style Harley-Davidson bars. Also because of the change in headset with the 42L2 models it left an exposed neck, so to tidy things up I made a little hardwood dashboard, which nicely hides the cable travel." The scooter's paint is from a Saab colour chart. "I chose the colour because initially I intended to apply a Burberry print wrap to it. But that never happened, and in the



Accessories and nickname sticker.

Wings lead to the open road.







Low rider.

long run, on reflection it probably worked out for the best!"

## Accessories

The scooter has all sorts of interesting accessories. "I found the bronze flying geese in a second-hand store during my travels through the North Island. I particularly liked them because they showed two stages of flight, which interested me and I thought would make a nice addition to the scooter. The winged lady is from an old Humber and the centre horn is said to be from a Porsche. When I saw the horn I particularly liked the Mod-style target of it, but because the electrical power from the engine can only just keep up with the demands of the show lights it doesn't work, so I had to improvise!" The lines of the scooter are smooth and flowing. "The frenched rear light idea came from a friend who was into all cars American, which was something I

## OWNER DETAILS

**Name:** James McIntyre.

**Scooter club & town:** Canscoot (Canterbury Scooter Club) Christchurch, New Zealand.

**First interest in scooters:** Not sure what attracted me to scooters first. It was either the music or the iconic shape of the rounded Vespa.

**Favourite scooter model:** 1964 Vespa GS160.

**Favourite style of custom scooter:** I do like the custom motorbike fuel tanks on Vespas if they're done tastefully!

**Funniest experience with a scooter:** During a rally I sneaked three bottles of gin into the pub and poured them into jugs with just an inch of mixer, I almost killed two of us that night!

**What's the furthest you've ever ridden on a scooter:** The length of Vietnam a few years ago, which still remains a highlight.

**What do you like about rallies:** Funnily enough I enjoy breakdowns. They're just like sports people faking an injury to give the rest of the team a small break, everyone can stop vibrating for a short time!

**What do you dislike about rallies:** The worst thing about rallies are people who turn up without fuelling up first and add another 30 minutes on to the start time.

**If you had to recommend one scooter part or item of riding kit what would it be:** Tubeless rims, protective pants and always a full-face helmet.



also liked. The lenses for the lights are from an old Austin and are made of thick glass, which I later had to graft LEDs into.”

### Last laugh

James explained the performance and ride of the scooter. “The engine is an oil-fed LML 150 item, which has an SIP Road 2 exhaust with trumpet outlets. I just love cruising, so performance wasn’t a priority; or was I just too afraid to find out its top speed!? Also I decided to embrace the nickname that I’d been given all those years back and got some stickers made of it, one of which is proudly displayed on the front of Stretch’s leg shields!”

**Words:** Stu Smith

“ The frenched rear light idea came from a friend who was into all cars American, which was something I also liked. The lenses for the lights are from an old Austin and are made of thick glass, which I later had to graft LEDs into.”

## SCOOTER SPECIFICATIONS

**Name of scooter & reason:** Stretch.

Because it’s been stretched!

**Scooter model:** 1964 Vespa Douglas VNB.

**Date purchased & cost:** 2005.

**Inspiration for the project and theme:** A comfortable ride position!

**Engine spec:** Oil-fed LML 150.

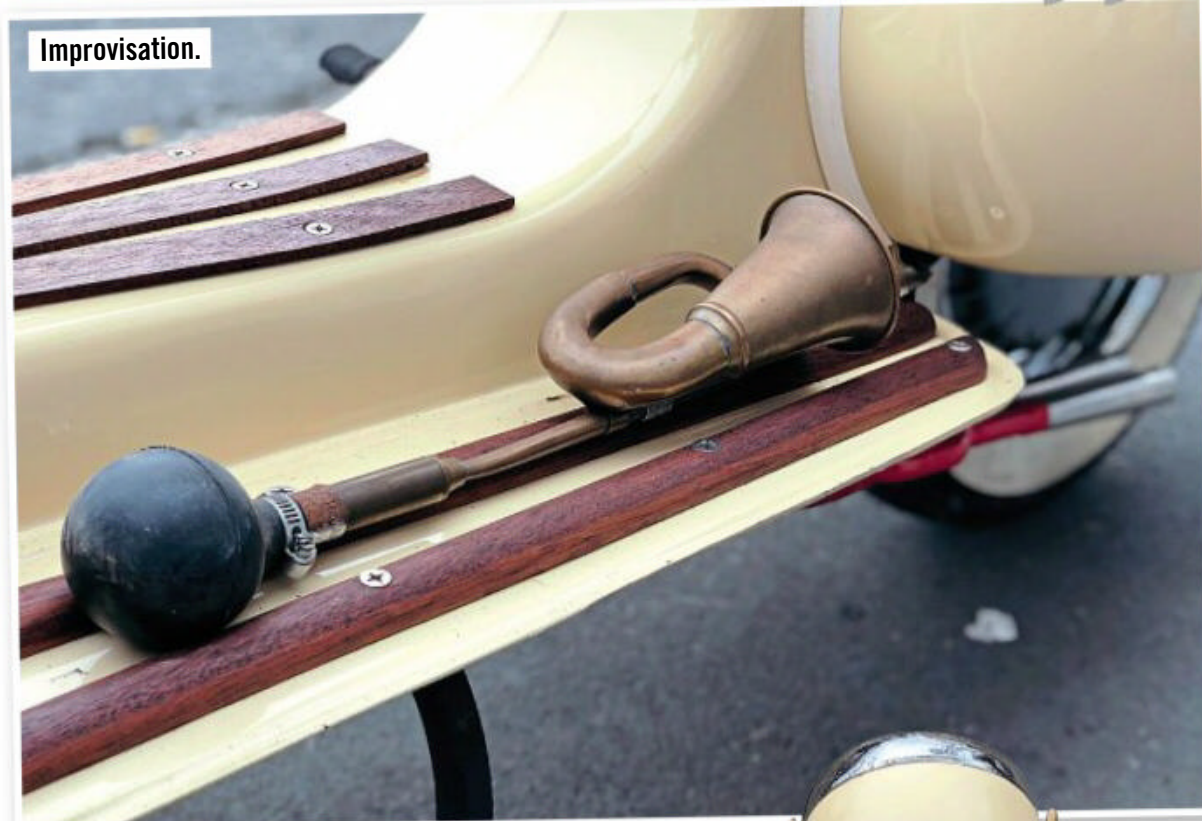
**Exhaust:** SIP Road 2 with trumpet outlets.

**Paintwork & murals done by:** Paint by Glen Radcliffe.

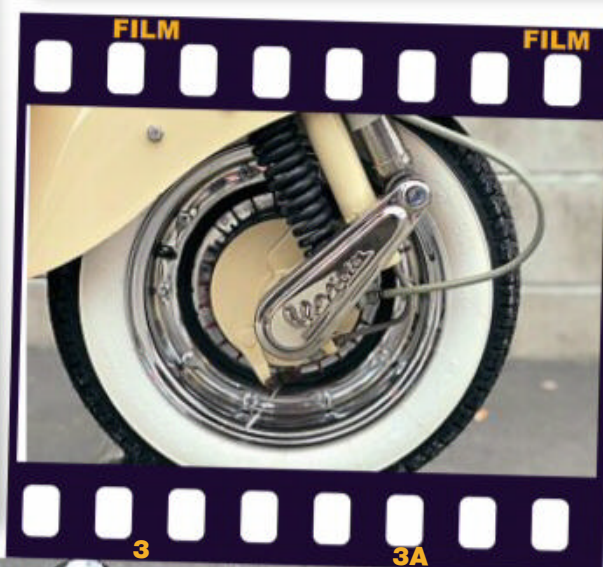
**What was the hardest part of the project:**

Definitely the cables – all 3.5m tandem from bike shops, turning the gear twist from 3 to 4 speed and fashioning a throttle linkage.

**Is there anyone you wish to thank:** Allan Beuzenberg for gently pushing me across the finish line!



Improvisation.



Comfortable riding position.

“ When it came back the stretch was 10 inches long! Which meant that I didn’t have the riding position I was after but instead had an uncomfortable stretch to reach the handlebars! ”



# At a glance

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# A G'S I ♥ ve affair

We all have our favourite model of scooters; and over the years most of us will probably have owned various makes and models. But there is always one that's been through our collection; that we've probably let go, which for whatever reason stood out as being the one we loved the most...







Sharp looks.

Fire her up!



**E**ddy first bought this scooter in 1996 for the price of £2000, and the intention for the customisation of it was to make it into a Quadrophenia themed machine. He told us: "I wanted it to have chrome, mirrors, lights and all the correct accessories; I wanted it to be a real eye-catcher! I got into scooters in the 1960s when my older brother was a Mod. My favourite models of scooters are the Vespa GS and SS and the Lambretta GT and SX. Though my first scooter was a TV200, there was always something about the GS150 that had a special place in my heart. I think it's because I believe that the GS150 is the true iconic mod scooter of the 60s."

### Show winner

Eddy commissioned a fellow scooterist pal, Ray Clow, to organise the build and complete the project. "After Ray had got the scooter I entered it into the 1997 Battlesbridge Show in Essex and it won Best Vespa. As a result of that I was then lucky enough to have it featured in *Scooter* magazine in June 1998."

Eddy kept the scooter for several years but, having other projects on the go, he decided to sell it to a friend in 2000. "When I sold it to my mate he mainly kept it in his house as a

## SCOOTER SPECIFICATIONS

**Scooter model:** Vespa GS150 VS5.

**Date purchased & cost:** First bought in 1996 for £2000, second time bought in 2017 for £6000.

**Inspiration for project and theme:**

Quadrophenia first time round. Then second time round I wanted to do it completely different.

**Time to build & by who:** First built in 1996 by Ray Clow, a scooterist I knew from when I lived in London. The second restoration was in 2019 by Leon Bugbee.

**Paintwork & murals done by:** Leon Bugbee.

**Is there any chrome:** Yes; completed 22 years ago by London Chroming.

**Overall cost:** Complete cost in 1997 to buy the scooter and customise it was £3000. Second time round including the re-buy, custom repaint and wrap, engine rebuild, 12v Pinasco conversion, new wheels and tyres, and some new accessories; final cost over £10,000.

**Is there anything still to add to the scoot:** An Ulma Cadillac grille.

**Is there anyone you wish to thank:** My wife Janet for putting up with my obsession. Leon Bugbee for the amazing candy red paintwork and restoration. Robin 'Dobin' Tidd for the engine rebuild and electronics. Mick Lewis for taking these great photos.

show piece. However, in 2017 I found out that the scooter was about to be sold to a potential buyer in the US. I couldn't stomach the thought there was now a real possibility that I might never see the



scooter again. It was a bit of an odd situation. I know I'd sold the scooter, but now that there was a real chance of it leaving the country for good I just couldn't let that happen; I had to buy it back!"

With time running out, Eddy had to make the financial intervention that would get him the scooter back; so he bit the bullet and paid a premium. "Yes, I have to admit I did buy it back at twice the amount I'd sold it for, but for me that was a price I was willing to pay."

## Eye-catching

When he'd got the scooter he decided that this time round he wanted to do something completely different. So in order to do this, in 2019 he commissioned Leon Bugbee to manage the build and paintwork, along with Robin 'Dobin' Tidd, who took care of the engine and the electrics.

The outcome of the work delivers an impressive-looking scooter. The rich deep red paint is complemented by a leopardskin effect leg shield wrap, which sets the scooter alive. The chrome Ulma Vigano accessories look great and deliver the vintage feel perfectly, while the

## OWNER DETAILS

**Name:** Eddy Stacey.

**Job:** Roofer.

**Scooter club & town:** Canvey Island Scooterist Club.

**First interest in scooters:** In the 60s when my older brother was a Mod.

**First scooter:** Lambretta TV 200.

**Favourite scooter model:** Vespa GS 150.

**Favourite style of custom scooter:** Vintage.

**First rally or event:** 90s Essex rally.

**How did you get there:** By scooter.

**Favourite rally:** Mersey Island, Great Yarmouth and The Big 7 are my favourites.

**Funniest experience with a scooter:** Back in 1998 about 50 scooters took off from Rayleigh in Essex to ride to Chelsea and on the way I got a puncture. I told them to carry on and I'd catch them up; I got to Chelsea never to see another scooter, so rode back to Canvey Island!

**What's the furthest you've ever ridden on a scooter:** To Devon in 1970 on my SX 200.

**What do you like about rallies:** Great people and some great music, love the ride outs.

**What do you dislike about rallies:** Some of the rally music I just can't get into. I'm more of a 60s music lover and I play in a 60s Mod band called 1st Generation.

**Favourite Scootering magazine feature:** Anything about the Vespa GS or SS and Lambretta GT or SX.

**Favourite custom/featured scooter of all time:** Wild Cat – GS150.



Keeping the Mod feel.



original first-build chrome side panels reveal the flow of the GS's timeless classic lines. The sporty fly screen is neat and makes a sharp edition, while the GS hub caps add to the detail.

"The engine is standard apart from the cylinder head, which is by Nagy Blechroller. The scooter's good for around 55mph and it's got a

12v Pinasco conversion, which makes it very reliable."

Eddy explained that for the time being the scooter's complete – apart from the fact that he's still on the lookout for an Ulma Cadillac grille after he refused the offer of one at £6000!

**Words:** Stu Smith

**Photos:** Mick Lewis

“ After Ray had got the scooter I entered it into the 1997 Battlesbridge Show in Essex and it won Best Vespa. As a result of that I was then lucky enough to have it featured in *Scootering* magazine in June 1998. ”



Classic lines.





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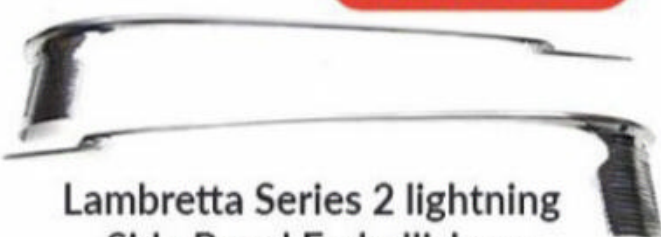
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